

VOLUME 1., NO. 4

SPARKS - JOURNAL - QUARTERLY

JACK BINNS EDITION - 1978

JACK BINNS HONORED

FIRST WIRELESS HERO

"C Q D" SAVES 1600 LIVES

Great Moments in History

Although he did not send the first call for help from a vessel in distress, Jack Binns was nevertheless the first widely acclaimed hero of the wireless key.

Binns was aboard the White Star liner Republic when she came into collision with the Italian steamer Florida about 175 miles east of the Ambrose Light in a thick fog at 5:30 a.m., January 23 1909. The hull of the Republic was cut down to the water-line. Binns sent a distress signal ("CQD") which was intercepted promptly by a station at Siasconset.

The Florida had some 700 emigrants aboard. They were panic-stricken, for they had only recently survived a great earthquake in their homeland.

Binns was more than ever the hero because his wireless cabin had been damaged severely in the collision. Fortunately, the aerial was undamaged, as was his wireless equipment. Soon the ship's dynamo failed and the emergency batteries for the wireless were brought into service.

Five vessels answered the Republic's distress call. The Baltic arrived first, but in the thick fog she was unable to see the Republic. By the strength of the Baltic's wireless signals, Binns was able to direct the rescue vessel by issuing such orders as: "Now you are dead ahead"

"Now you are on our port bow". "You are coming too close." "Back away, or you will ram us." He succeeded eventually in bringing the Baltic directly alongside the stricken Republic, thus becoming the world's first "human radar."

The Republic was taken in tow by the SS Furnessia, but she sank just south of Martha's Vineyard Island.

On board the doomed Republic was Mr. Ingersoll, whose company made the then-famous "one-dollar movement"-the Ingersoll watch which millions carried with them in their vest pockets. Grateful for being rescued, Ingersoll ordered medals struck for Binns and other heroes of the ship's crew.

Binns gave a thrilling account of the suspenseful moments in the battered wireless cabin, the walls of which had been splintered in the collision. He was able to send a total of 200 messages before his ship went down.

A tremendous ovation greeted Binns and others when the Baltic docked at the White Star Pier in New York harbor with the Republic survivors. Binns and Captain Sealby were carried on the shoulders of grateful crew members of the deck and steward's departments. On February 10

1909, Binns received the first gold watch for wireless heroism at sea, the presentation made by Guglielmo Marconi himself.

Like other wireless operators of his day, Binns was paid one dollar a day for his services. Following the loss of the Republic he signed a contract to tour a vaudeville circuit across the nation so that he might relate his harrowing experiences to a startled audience. He could ill afford to pay his own expenses while on the road, so he accepted a small remuneration for his appearances. For this action he was roundly criticized by the public at large, and his image as a national hero suffered greatly. Soon it was necessary for him to abandon his tour.

He was responsible for the rescue of 761 passengers and crew members of the Republic, without loss of life or accident. It was a noble accomplishment. But his appearance on the vaudeville stage cost him the loss of the image he so rightfully deserved.

Six months after the sinking of the Republic another thrilling rescue operation was made with the aid of wireless when the Slavonia ran ashore near Flores Island. Prompt action by the Slavonia's wireless operators resulted in the rescue of all on board. The survivors were taken to Gibraltar on the SS Princess Irene. - 30 -

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Jack Binns won fame in sea annals for flashing first wireless call for help.

S.S. REPUBLIC - MKC. This is a picture of the White Star Liner Republic taken on January 21st 1909 two days before she sailed for Gibraltar and Mediterranean ports from New York Harbor with 761 passenger and crew members aboard. The Republic was rammed by the Italian Steamship Florida with 700 emigrants aboard on Jan. 23 1909 and sank. 1600 lives were saved by Jack Binns, wireless operator of the Republic who flashed the "C Q D" distress call which was picked up by Jack Irwin on duty at "SC" Siasconset, Mass. While the SS Florida made a temporary rescue of the Republic's passengers and crew, it became disabled and in danger of sinking, hence most were transferred to the S.S. Baltic. Insert is of Jack Binns. See Page 2 for further details. Photo from H.E. Riesberg collection.



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- Our Heritage -



Marconiman Jack Binns

Few men in history have experienced the sensation of becoming an "Instant Hero" such as befell Capt. Charles A. Lindbergh upon touching down at Le Bourget, Paris on May 21st 1927. Marconiman Jack Binns of the White Star Liner Republic and Captain Sealby passed from obscurity to fame in a matter of a few days. They became known the world over for their skillful handling of a catastrophe which involved nearly 1600 lives. The Italian Liner Florida knifed into the Republic and it was a miracle that Binns was not killed in the impact which ripped his wireless shack wide open. Winter on the North Atlantic is a rugged time of the year. With all light, power and heat cut off, Binns had to work under the most severe conditions to keep his straight gap on the air. He found his antenna still intact and with emergency batteries furnishing power, he found the set still operative. Jack Irwin, operator at old "SC" (Siasconsett, Mass. heard his call and took command of the airwaves, alerting all ships in the area. The dense fog of the area hampered rescue by the Baltic, La Touraine, Revenue Cutter Gresham, Anchor Liner Furnessia and several others which answered the call in the pea-soup fog. Exposed to the elements, Binns grew cold and numb at his key. The biting and intense cold of January off Nantucket..in raw icy fog on a sinking ship was the sort of operating position an operator would never forget ... nor did Binns. He knew that 1600 or more lives depended upon him and the wireless.

The Story of Jack Binns was preserved for posterity in a wonderful book authored by one of the Society's members - Cmdr. Karl H. W. Baarslag (175-SGP) who published ... "SOS TO THE RESCUE" back in 1935. The book has long since been out of print and a real 'collector's item'. However, we hope to bring several chapter of the book to you in coming editions of the SPARKS JOURNAL as Karl has given us permission.

Binns was a very modest man and tried to duck the attention and fame heaped upon him. At one point he said ... "This hero business makes me kind of tired ! I only did what I should have done and what every other fellow would have done under the same circumstances." He did yield to pressure of an agent and was on vaudeville for a brief time but disliked it intensely.

Jack was orphaned shortly after birth and was brought up by his grandmother. He left school at age fourteen and worked for the Great Northern Railway. Knocked down by an engine, he spent six months in a hospital during which he studied telegraphy. In 1902 he went to work for the British Post Office and later joined the British Marconi Co., serving on the Kaiser Wilhelm der Grosse, Grosser Kurfuerst and in 1907 on the Bluecher. Following the Republic he served 2 years on the Adriatic leaving for a newspaper job in New York. He died at age 74 in a New York hospital. He was not the first to send a distress call but he was the first thrust with responsibility of over a thousand lives. -30-

The Master's Voice



The ship's master is the absolute authority at all times . . . except when his orders are countermanded by the home office. By radio.

By Ero Erickson,
Radiotelegrapher 1st Class

For centuries, the Captain on the high seas has been the boss. He (and now, maybe, she) has been the absolute master and authority aboard, which includes power to perform marriages, officiate at funerals and the

ability to throw you in the brig (in irons: the "slammer"). It was so when vessels in Roman times were propelled by sweeps muscled by human power. Technically, it is still pretty much the same in nuclear-powered vessels plying the seven seas. The singular difference today is the presence of the Radio Operator, who is the link with the home office.

The Captain can be countermanded via radio, in whatever mode of transmission, be it code, voice AM or FM, or "side band" from the manually operated shore station, or recently initiated automatic contact by orbiting satellites.

The Federal Communications Commission issues a personal radio operator's license, which attests to the holder's qualifications to operate code or radiotelephone equipment in compliance with rules and regulations. There are a half dozen classes of commercial licenses of the type you hold to make a living at operating. Citizens Band, Amateur and Station licenses are not interchangeable. If you have one class of license, you can't cross over and use it improperly, elsewhere. The highest grade commercial license holder cannot operate a CB set which is unlicensed, just because he holds a document which takes study and practice to get. Conditions are changing in licensing structure, as witness the fact that the FCC at this time is reviewing the requirements and rewriting the proposed new rules. Hearings will be held in Washington, with interested parties being invited to comment.

Admittedly, the current examinations are not up-to-date with the complex state of the art of radio because, for one, the transistor had not been invented when the Communications Act of 1934 was passed into law. The certificate in the commercial category still refers to service endorsements by "The Master of

the Ship". It's a safe bet that some dry land radio operators have never seen a real seagoing ship, except perhaps on TV.

When the Great Lakes waterway opened for "salties" (ships from the salt water seas), they immediately became boats. Every vessel on the Great Lakes has by custom been called a "boat". When they leave the fresh water, they become ships again.

In the 1930's much of the equipment were spark transmitters, which (had they stayed around) could wipe out every television picture in town, when keyed. There still may be some spark rigs left as emergency stand-by back-ups on tramp steamers. When used, they covered the entire band and, in CB lingo, "bled over" into all frequencies.

I recall sending to WNY, the New York harbor station, while approaching along the "Jersey" coast, only to have WSC (Tuckerton, NJ) break in with a booming "QRT UR QRM is all the way down to 15 meters!" That signal was like a shrieking police whistle and a command to knock it off. In kinder language, it said that I should cease transmitting because the interference was causing a lot of problems to the base station operator. He



ERO ERICKSON

"Ero" has just rescued the 'ship's cat' "Wootzie" from a very volatile Bo'suns Mate. This was aboard KDRM - a spark job sailing inter-coastal with lumber and sulphur during the early 1930's. "Ero" seems to be cashing in on the depression of 1929 with a cruise to the Caribbean (and getting paid for it as "Sparks") when others were jumping off tall office buildings or selling apples along State Street in Chicago for a nickle a throw. Ero says the emblem on the ship's stack was a Red Devil with a pitchfork, similar to the trade-mark for "Pluto Water", an urgent laxative . . . if you recall.

My mouth began to taste like battery electrolyte because there were 250 volts of direct current in the earphone cords . . .

probably was on short wave copying some far away ship.

Being a newcomer on the bulk freighter, "The Henry D.", I was really rattled to have such big signal chase me off. I had visions of the FRC (the old Federal Radio Commission) yanking my license. The key became unmanageable like a slippery electric eel due to the big sweat. My mouth began to taste like battery electrolyte because there were 250 volts of

[continued on page 21]

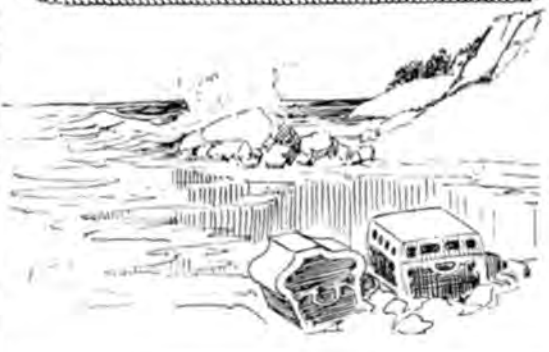


NOSTALGIA

The first practical application of radio was ship-to-shore communication. Shipboard radio operators were and still are called "sparks." They got that name because the first shipboard radio transmitters were "spark" transmitters which have long been obsolete. A spark transmitter employs no tubes. The radio signal is generated by a high voltage spark across a spark gap. This kind of signal can splatter over a very wide band of frequencies. In fact, when KFT, a public coast station in Everett, Washington, used its 5000-watt Kilbourne & Clark spark transmitter to communicate with a ship, the entire AM broadcast band was wiped out all over the city. In spite of its simplicity, but because of its interference-causing capability, the spark transmitter was banned in the U. S. almost 40 years ago and replaced by transmitters using tubes.

Large ocean-going ships still use radiotelegraphy to transmit and receive messages in International Morse Code. Most also have radiotelephone systems used mainly for utilizing High Seas Telephone Service.

Long ago, many of our radio pioneers including Ero Erickson, author of this article, went to sea as radio operators. It was a way to see the world as an "officer" and get paid for it. They also gathered valuable experience with radio communications. Unfortunately, opportunities to go to sea as a radio operator are now very limited. There are fewer U. S. ships and those radio operators that are available are tightly controlled. Those were the days, Good Buddy. Ero Erickson tells you a bit about his experiences as a 'Sparks' in his own inimitable way.



"SIR, IT LOOKS LIKE WE'RE DOWN TO THE SCRAMBLED EGGS ON YOUR CAP."



THREE HUNDRED SIXTY DEGREE COMPASS



THE mariner's compass in use daily; hourly, momentarily; our constant companion; most trusted friend, yet contrary contraption, though interesting scientifically and historically and quite a fine example of mechanical drawing, is not the most convenient, simple or safe instrument we might have.

This is simply because we continue to use the marks and nomenclature adopted by the first mariners and geographers who applied the directive force of the lodestone to navigation.

The earliest known examples of naming different directions by the winds, was the Tower of the Winds, erected by Andronicus Cyrrhestes in 100 B. C. This was six sided, each face being dedicated to the prevailing wind—Boreas, Apeliotes or Euros, Notos, Lips, Lephurus and Skiron. For several centuries following this cartographers endeavored to give courses and bearings on their maps by indicating the winds likely to be encountered.

Then in 1297 the first pivoted compass was invented. It was a crude affair, with a magnetic needle floating on reeds on the surface of a basin of water. Tradition has it that very soon after this an unknown mariner of Amalfi put a Rosa Ventorum upon his needle and quickly following different wind roses were adopted for the sailor's guidance; they were taken from the charts and naturally varied from one country to another, according to the prevailing winds. Thus the Mediterranean sailors called the points Transmontaine (N.), Grec (N. E.), Levante (E.), Sirocco (S. E.), Midi (S.), Africo (S. W.), Ponente (W.), Maistre (N. W.). This is an eight point compass, a form easily arrived at by bisecting the circle. These eight points were again divided into halves and quarters, the points being black, the halves green and the quarters red.

Then the Romans went one better and devised a twelve point compass (on the sextantary principle); they called the points:

Septentrion	N
Aquilo	NE
Vulturnus	EN
Subsolanus	E
Eurus	ES
Euroauster	SE
Auster	S
Austroafricus	SW
Africus	WS
Zephyrus	W
Chorus	WN
Circius	NW



The earliest known professed picture of a compass in any printed book. From a woodcut in the Milan edition of the Acerta of Cecco d'Ascoli, 1527. Our modern compass is sadly lacking in picturesque qualities, having no cherubs, feathers, or landscapes. The fleur-de-lis of our compass is said to come from the T denoting the N point. It was not put uppermost, as, of course, the East was the most important point where the sun rose.

In the early part of the sixteenth century the Flemish, who were by that time a powerful maritime nation, adopted the Frankish names of the winds, N., N. N. E., etc., on their compasses and this plan was quickly followed by the Portuguese, Spanish, British, and others. And there you have the compass marking now in use.

Christopher Columbus is said to have used a six point compass, and that is the logical one to employ (if points are used at all), as all arcs are divided on the sextantary or the sexagesimal plan, or with the numbers six of sixty as the factors. A minute of time has 6×10 , or 60 seconds, an hour 60 minutes, or 360 seconds, a day 6×4 hours, and so forth. A circle of the heavens, the earth, a compass or anything else has $6 \times 6 \times 10 = 360$ degrees, but a point has $11\frac{1}{4}$ degrees, and that is the awkward division we all too frequently use.

True it is that we have advanced a step, so that quadrant is also divided into 90 degrees, and this we now use more often than the points. Though the cardinal and quadrantal points should be retained to give a general idea of direction, such as "the Northern Hemisphere, a south-westerly wind" and so forth, there is no good reason why we should not accept the hint given us by the modern cartographer and use only the 360 degree compass for all exact work.

There is more confusion over East and West than anything else in navigation, North and South lending their quota to our tribulation, causing the loss of innumerable miles and many ships. There are also more failures to obtain officers' licenses in this and other countries through this same confusion than anything else.

Take one of the simplest navigational problems—correcting a course for a day's work. You have to imagine yourself at the center of the compass looking in the direction of the course you are correcting. To turn the points into degrees, if the course is Northerly, reckon the number of points it is from North; if Southerly, reckon from the S. point, then on the compass card in line with the points you will find the corresponding degrees. Supposing the course was S. W. by W. $\frac{1}{4}$ W., it would be S. $5\frac{1}{4}$ points W., and on referring to the card (or multiplying by 11.25) we find that $5\frac{1}{4}$ points is equal to $59^\circ 3' 45''$. After allowing for leeway you have to put N. or S. before it and E. or W. after it. Then put down whether it is to the right or left of N. or S. as the case may be. To apply the deviation and variation you have to mark them R. if Easterly and L. if Westerly. Then if the error and the course are

both R. or both L. add them; but if one is R. and the other L. subtract them. This is not the finish because if the course exceeds 90° it must be subtracted from 180° and the front name reversed from N. to S. or vice versa. If, in subtracting, the error is greater than the course, the course must be subtracted from the error and the end name E. or W. changed.

Amplitudes have to be reckoned from the East or West then if both true and observed are North or South they have to be subtracted and vice versa; again if the true is to the right of observed the error is named East, or West if to the left. Nor are we yet finished, to get the deviation, if error and variation have the same name subtract, if different add. Finally the deviation is the same name as the error unless when the error has been subtracted from the variation, then it is named opposite. Quite a few mental gymnastics here again.

Azimuths are not quite so complicated, as here you reckon from the North or South, but you have to watch to subtract from 180° sometimes, to bring true and observed into the same hemisphere, and you have similar E. and W., L. and R.; + and - rules to remember to obtain the error and deviation. Until the azimuth tables were altered, it would be necessary to make them conform to the 360° observation compass, but this would be a simple and obvious mental calculation.

The chief point is that any bearing taken, or course required or steered would be to one degree and one only, instead of, say S. 17° W., you would have just 197° , then to correct a course or observed bearing, Easterly error, deviation or variation would always be plus and Westerly minus; to shape a course the reverse being the case, but there would not be even this much thinking required because all variation and deviation would be just plus or minus, not E. or W.

As things now stand, even when you have done all the work necessary to find a correct course, it is no difficult or unknown matter to pass it on to the helmsman or other officer or for them to receive it carelessly and steer say S. 17° E. instead of S. 17° W.; in fact, I know of a ship which was wrecked on the Pacific Coast through just that mistake. Who was to blame no one knew, but the real fault lay in the archaic compass. I have seen four, more or less, similar mistakes, made by the most careful navigators in a two months' voyage, luckily without serious consequences, except loss of mileage.

Our instrument makers will supply this form of compass quickly enough when there is a demand for them, so it is up to every officer to think the matter out for himself and clamor until he gets them installed for his convenience and the safety of the ship.

Meanwhile try converting all the bearings and courses to the 360° plan and applying all corrections straight round instead of having to back and fill. You will find it more certain and easy.

Welcome Aboard !

Membership in the Society is rapidly approaching the THREE THOUSAND mark. We would like to pause at this point and give thanks to all of those who are responsible for the wonderful growth of the organization. First, of course, are those who day in and day out promote the Society, John Elwood, Herb Scott, Bill Willmot and in earlier days Dick Johnstone Frank Geisel, Bob Schrader and many many more. Of course the Founder tried to do his bit too ! PRIMARILY however we think it was OUR MEMBERS who spread the word, including of course our wonderful NET CHOPS and their assistants. The part played by CHAPTER DIRECTORS and their officials has also been invaluable. Many individual members have been outstanding recruiters and they are too numerous to mention here. We have a wonderful organization of dedicated officers and members. Thanks to each and every one of you for your time and effort.

William A. Breniman - President.

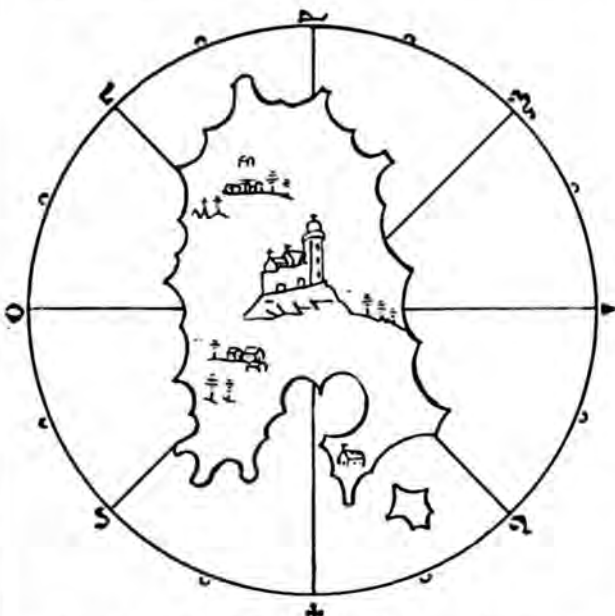


Chart of the Island of Patmos, sixteenth century. Note the wind roses so that mariners could find it by the winds—which they knew. It was these that were later described on the compass cards.



A 'ROUTINE WATCH'

By — Dalton J. Bergstedt 522-P



It was sometime after midnight on September 12, 1931, the United Fruit Company ship SS SAN MATEO/KDBE was plowing southward on her normal run to Panama with intermediate stops in Central America. The night was clear and calm and promised nothing unusual.

I was 2nd Radio Operator and was working the 8PM to 4AM watch, not because I was 2nd but because every watch we worked was different from the last, working 8 hours on and 8 hours off. Most of our traffic was handled on this watch as we had no high frequency transmitter. We did have a H.F. receiver with which we copied traffic blind. Anything out-bound from the ship had to go on "I.F." transmitter and these were the long distance propagation hours for this frequency. It promised to be the usual routine watch.

We had to copy 2,000 words of press daily, among our other duties, and I was busy putting it down as it poured out on "hi-frequency" by "AD" at WNU. When the "silent period" came around he gave the usual "BI3" and everybody relaxed. Like every other operator in the fleet I automatically switched headphones to "600 meters" and reached for a cigarette. This reverie was almost immediately shattered by the loud voice of KSE announcing: SOS SOS SS COLOMBIA AGROUND ON POINT TOSCA AND REQUESTS IMMEDIATE ASSISTANCE. I didn't know where the place was but dutifully rushed up to the bridge with it. The Mate on watch said we were only about 50 miles from it and I better wake the Captain, which done I returned to the radioroom.

In a matter of only a few minutes, I don't know how he did it so quickly, Captain Coburn rushed in with a message for the Captain of the Colombia which gave our estimated arrival time.

600 meters was "closed down" so to speak a dead silence other than the occasional crash of static. I had't heard the original SOS and wondered if I would even hear the Colombia if I called her. With the hundreds of ears tuned to that silence I felt like a soloist stepping out on stage at Carnegie Hall for the first time! Our transmitter, an RCA ET-3626-B was still tuned up on 600 from last use so all I had to do was punch the start button, switch to "ICW" and when the whine of the motor generator reached full pitch almost immediately

I gingerly called the ship and hoped for the best. My fears were relieved as he instantly came back, not a strong signal but easily workable. I gave him the Captains message which he acknowledged, then sat back contemplating the blank vacuum of 600 meters, so unusual.

In a few minutes the Colombia was back with traffic to relay to KSE, a message to the owners, plus several others which I passed to KSE. We then started to "sit it out" keeping in touch with each other at frequent intervals to be sure we had contact. The operator told me that they were listing heavily, that there was no power, he was on emergency battery power and transmitter and all that were left on board were the Captain, Chief Engineer and the two Operators.



I don't know how long this went on but KSE and KOK as well as KPH and KFS were getting anxious to start handling traffic again and KSE asked me if they could resume. I consulted with the Colombia and we both decided we were in sufficient communications capability so gave the word and KSE quickly announced a traffic list, it was like life suddenly being born again the air became active again on the Pacific side and under it all the Atlantic boys, WAX, WSL, WCC, etc. could be faintly heard again. For us on the ship there wasn't much to do but wait.

However that didn't mean that there was no activity, the engine room had coaxed a few more RPM's out of our triple expansion engine and we were most likely "hurtling" along at 14 or 15 knots. The Captain had alerted the Chief Steward to the situation and the whole stewards department were breaking food out of stores and getting ready to receive passengers, the galley was fired up and preparation for hot food was underway.

Up to this time I had't even thought of calling Chief Operator Chris Haga, (where are you now Chris?) but when realization arrived and considering the situation that he is going to need all the sleep he can get and even if I was relieved sleep would be impossible. However it was not long after 4 AM when either the increased tempo of the engine or the built in mental telepathy took place and Chris was standing in the doorway between radioroom and sleep quarters in his pajamas and asked, "What in Hell is going on?" He was pretty disturbed when I explained the situation and had not called him earlier but by the time he was dressed I had the aroma of freshly brewed coffee floating in the radioroom and in this pleasant atmosphere, clutching a mug of it in one hand and his first smoke in the other he was filled in on the details.

Being off watch I could now roam the ship and it was not long after this that we approached the area where our navigation said we should find the Colombia, it was still too dark to see a ship but we did see faint light flickering in the dis-

tance that turned out to be flashlights from lifeboats. Captain Coburn proceeded cautiously to the nearest and it was just as the first faint traces of daylight were illuminating the blackness that we stopped engines and drifted in the direction of the first lifeboat. It was filled with Chinese men, all fully dressed as if for the occasion at hand and in command of one of the officers of the Colombia. We threw a jacobs ladder over our port side and they came alongside. There was quite a swell running and as they came close their boat smashed against our steel hull so hard it could be felt up on deck. The first Chinese man to try to make the jacobs ladder, and safety, did not appreciate the conditions and made a wild leap, missing the ladder and fell in the water between the boat and our steel sides, he obviously couldn't swim for if he did he would have dived under the small boat and come up on the other side, instead he just wildly flailed water as his comrades attempted to pull him back into the boat. The next swell was attempting to smash the boat against our sides as the previous one had done, but the officer in charge of the boat braced himself and with a long boathook against our side. The long shaft bent as an archers bow as the force of the water tended to drive the boat against our ship but the mans strength and endurance held and the man struggling in the water was pulled safely into the boat. I doubt if this Chinese man ever knew that he owed his life to that Officer.

The remaining men got aboard with no problems, we took the lifeboat in tow and gently moved toward the next ones which were rowing in our direction by that time. Instead of a jacobs ladder a gangway was lowered to the water on our starboard side and one of our crew was stationed at the bottom to assist each person out of their boat, hanging on with one hand and helping with the other. The youngest was a 3 month old baby which he grasped in both hands and carried up to our deck, the oldest was a lady of 70, all moved safely. The boat with the baby had had the company of a 15 foot shark all night and I swear as the baby was passed across the shark swam by looking up!

We collected all of the passengers and crew from the boats, 234 of them without a single fatality or injury, stringing each lifeboat behind as we emptied it, I don't know why but assumed our Captain intended to salvage them.

About this time, Chris who was on watch got an urgent message from Captain Oaks on the Colombia stating that the ship was sliding off the reef and to please send aid quickly. Captain Coburn put our ship full speed ahead, abandoning the lifeboats and headed north. The lifeboats had drifted south during the night to the area where we had picked them up.



SS COLOMBIA -- Picture by Joe Spatafore

(CONTINUED ON PAGE 20)



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Wm. F. "Bill" CHOAT 1490-SGP
Aboard CGS ARCTIC/VDM at start
of trip taking them to 680 miles of
the North Pole. Quebec City 1924.



HENRY W. DICKOW (L) S-SGP-3
(SK) 4-17-71. Publisher "Radio"
Left legacy of many years journalistic
work to the Society.
EARL WOHLER (Commodore) 4-SGP
Taken during visit of "Hank" to his
home in Sebastopol.

R. P. "Phil" MIDDLEBROOK 1783-SGP
"Extra-curricular activity outside the
radio shack on the SS W. M. Burton"



RADIO GANG ON USS MARBLEHEAD/NGK, Feb. 16 1918
L/R Standing: York, "Doc" Berglund, Manning
Middle row: Helwig, Stolberg, Hamilton
Front: Eklund, Ralph Hazleton (11-SGP) Bennett. Picture
was taken at "Cerros Island"



"Jock" Maclaren 1111-SGP in radio shack
aboard the Delta Mexico (1978). Sitar data
terminal behind me, says Jock.



HUGH H. McFARLANE (L) Operator on the SS
Perry L. Smithers also Nushigak Cannery. At
right pix operator bound for Naknek cannery.



JAMES HARVEY BROWN Chief Radio Officer
of the SS Ecuador/WBN - Pacific Mail 1925. (Jim
had reached the ripe old age of 19 years !!)



picture page



SOCIETY OF WIRELESS PIONEERS



S.O.W.P. IN PICTURES



ARNOLD R. GILMORE 2776-V
R/O on SS African Pilot circa 1954. QRD US East Coast to West Africa.



ROBERT J. (Bob) FETZER 2674-V R/O in shack SS CHINA BEAR circa 1966. The China Bear and Philippine Bear were best radio equipped ships, Pgr. or freight ever built by US. Bill Nations of PFEL was responsible for fine gear. Note the large 1KW RCA ET-8063 SSB/CW Xmtr. RTTY is between the TIMES WX FAX Machine and MRT coke box. Antenna patch Jumpers 1st panel at corner left. RTTY TU is next and over to right above 3 Collins Rcvrs is the Times Facsimili converter. Below RTTY TU is Rcr antenna patch board.



GEORGE P. HONOLD W9GI 883-SGP
Cuyamel Fruit 1924, SS CUYAMAPA
Call "VD" (of all things)! QRD NYC
Cuba/Honduras/Nicaragua



SO YOU'RE ABERNATHY !
SO WHAT ?
SO QUIT AIMING THAT CANNON AT ME !



SYDNEY BALCOM at right and
A.J. "Tony" SPATAFORE 434-SGP(L)
aboard the SS SONOMA/WHN 1917



HARRY J. WALSH 2748-P

Member Walsh sitting at operating position of the SS Western States - WTCA at Great Lakes Dossin Marine Museum, Belle Isle, Mich. Receiving equipment pictured: IP-501A; IP 503, plus 4" Speaker and W.E. 1912 heads et. XMTG: ET-8003 w/Control box, Battery Charging Panel etc. Harry sailed on the SS. CONNEAUT/WADV from 1932-1940 on the Great Lakes.



The Princess Sophia rests solidly aground on Vanderbilt Reef shortly before going to her doom with all 343 people aboard, in October 1918.

THE PRINCESS SOPHIA REVISITED

Story by Nancy Barr

ALASKA® magazine July 1976

The grounding of the *Princess Sophia* was of local interest in Juneau. On board was at least one town resident, and others were waiting to board to go south for the winter. But 1918 was a troubled time, and even in Juneau the big headlines in the *Alaska Daily Empire* and the *Daily Alaska Dispatch* on October 24 concerned the war in Europe. Within 48 hours, however, the story of the *Princess Sophia* had for Alaskans temporarily eclipsed news of World War I. The *Sophia* had sunk on Vanderbilt Reef and all 343 passengers and crew were lost. The tragedy took more lives than any other shipwreck ever has along the west coast of North America.

Vanderbilt Reef is 30 miles northwest of Juneau in Lynn Canal, a long, deep waterway that forms the northernmost part of the Inside Passage between Seattle and Skagway. The canal is protected from oceanic conditions by the high mountains of the Chilkat Peninsula to the west, but autumn winds blowing down the north-south channel may hold steady at 30 to 50 knots, with gusts to 70. The severity of the winds and of the seas that build as a consequence make the area one which must be approached with respect in the fall.

The reef, although well marked today, was treacherous early in this century—a pinnacle jutting up in the middle of the canal, its top exposed at low tide but completely concealed at high water. Deep water runs to the reef's flanks on all sides. The night the *Princess Sophia* went aground, only an unlighted can buoy south of the pinnacle marked the reef. On a stormy night, before radar, the buoy might just as well not have existed for all the warning it could offer a vessel coming from the north.

The *Princess Sophia* carried people and freight to and from Skagway at the head of Lynn Canal, starting point for the overland trip to Alaska's Interior and to Yukon Territory. A 245-foot vessel, the *Sophia* was built in Glasgow, Scotland, in 1912. On her fatal voyage southbound from Skagway, she carried 268 passengers: 218 men, 33 women, 17 children and a crew of 75. Among the passengers were gold miners, businessmen, farmers and a number of officers and crewmen from steamers that plied the Yukon River, which had just frozen over for the winter. On board also were 24 horses and 5 tons of freight.

At 2:15 a.m. that Thursday, word was received in Juneau that the *Princess Sophia* had gone aground in a heavy snowstorm. Capt. J.P. Locke indicated in his wireless message that the vessel was not badly damaged and that everyone was safe. The ship was not taking on water and the captain expected that she could be gotten off the reef at high tide that afternoon. Nevertheless, he requested that boats be sent to take off her passengers. Six boats were dispatched, and the ship's agent in Juneau wired for a replacement vessel to take the passengers south. The agent thought it likely that the *Princess Alice* would be sent.

When the boats that had been dispatched to aid the *Sophia* arrived at Vanderbilt Reef, the snowstorm had moderated slightly. According to the U.S. Weather Bureau, the barometer rose steadily all that day. Thus it was reasonable for Captain Locke to anticipate better weather.

The wind was still too high to permit a close approach when the *Estebeth* arrived at the reef on Thursday morning at 10:20. Therefore, she tied up to the marker buoy about 500 feet south of the *Sophia*. A skiff was launched, but the wind was too strong and the oarsman had to turn back to the *Estebeth*. At 3:30 that afternoon, a lifeboat loaded with men was launched from the *Sophia*, and the *Estebeth* moved closer to meet it. However, the launch was called back. Captain Locke hailed the captain of the *Estebeth* and assured him that the *Sophia* was resting securely on the reef. He asked that the rescue boats stand by until the wind subsided. The *Estebeth* anchored about a 20-minute run away. During the night, other rescue boats departed or arrived; there were always lights of at least four visible near the *Sophia*.

One of the boats to arrive that night was the lighthouse tender *Cedar*, which coincidentally had aboard her a new light buoy to replace the old unlighted can buoy marking Vanderbilt Reef. The *Cedar* arrived about 10:30 p.m., cruised in the vicinity of the *Sophia* for an hour, then left to anchor behind a nearby island. The captain of the *Cedar* learned by wireless of Captain Locke's confidence in his ship and of the concern for the safety of his passengers which had dissuaded him from transferring them while the seas were heavy.

The *Cedar* returned about daylight on Friday and cruised nearby until about

ON BOARD THE SOPHIA

Private A.W. McQueen, Signal Corps, used part of the time on Vanderbilt Reef to write his mother about his travels, perhaps the best portrayal of the *Princess Sophia's* last voyage.

In the Lynn Canal off Skagway
10-25-18

Dear Mama:

The man who wrote "On a Slow Train Through Arkansas" could write a true story of a "Slow Trip Through Alaska" if he had been with a party of a few soldiers. We were sure making a slow trip. We were on a government steamer from Fort Gibbon to Whitehorse and had no pilot who knew the river, so had to tie up nights, and at that got stuck on six sand bars. We were 19 days on that 11-day trip up the Yukon.

Then at Skagway the stampede of people out of the Interior had got ahead of us and we had to miss three boats and only got on this one by good luck. Now, this ship, the *Princess Sophia*, is on a rock and when we can get away is a question.

It's storming now, about a 50-mile wind, and we can only see a couple of hundred yards on account of the snow and spray. At 3 a.m. yesterday she struck a rock submerged at high tide, and for a while there was some excitement, but no panic. Two women fainted and one of them got herself into a black evening dress and didn't worry over who saw her putting it on. Some of the men, too, kept life preservers on for an hour or so and seemed to think there was no chance for us. But we passed through the first real danger point at high tide at 6 a.m., when it was thought she might pound her bottom out on the rocks and

everybody settled down to wait for help. We had three tugboats here in the afternoon, but the weather was too rough to transfer any passengers. The most critical time, nobody but the ship's officers, we soldiers and a few sailors amongst the crew and passengers were told of it, was at low tide at noon when the captain and chief officer figured she was caught on the starboard bow and would hang there while she settled on the port side and astern. They were afraid she would turn turtle, but the bow pounded around and slipped until she settled into a groove, well supported forward on both sides. The wind and the sea from behind pounded and pushed her until she is now, 30 hours after, on the rock clear back to the middle and we can't get off.

She is a double-bottom boat and her inner hull is not penetrated, so here we stick. She pounds some on a rising tide and it is slow writing, but our only inconvenience is, so far, lack of water. The main steam pipe got twisted off and we were without lights last night, and have run out of soft sugar. But the pipe is fixed so we are getting heat and lights now, and we still have lump sugar and water for drinking.

A lighthouse tender, big enough to hold all the 400 passengers, and one big launch are standing by. And as this storm quits we will be taken off and make another lap to Juneau. I suppose after 3 or 4 days there, we can go to Seattle, after I reckon we will be quarantined, as there are six cases of influenza aboard. The decks are all icy, and this wreck has all the marks of a movie stage setting. All we lack is the hero and the vampire. I am going to quit, and see if I can rustle a bucket and a line to get some sea water to wash in. We are mighty lucky we were not all buried in the sea water.

Lovingly, Auris

2 p.m. At that time, her captain wired the *Sophia* saying that if there were nothing he could do, the *Cedar* would depart for her anchorage because of the wind. Captain Locke replied that there was indeed nothing to be done, and if there were any need, he would call the *Cedar*.

Less than 3 hours later, at 4:50 p.m., the men of the *Cedar* heard the first SOS—a request that the *Cedar* come because "we are foundering." The *Cedar* immediately headed for the reef but shortly returned to her anchorage. Her captain explained to those aboard the *King and Winge*, anchored nearby, that the snow was so thick and the storm so bad that he had been unable to find the *Sophia* and felt lucky to have gotten safely back to the lee of Benjamin Island. The radio operator on the *Cedar* maintained contact. The last message came at 5:20: "For God's sake, come! We are sinking!"

The weather remained severe through the night, forcing the rescue vessels to remain at anchor. By dawn both the *Cedar* and the *King and Winge* were under way, but they made slow progress because of heavy headwinds. What daylight revealed left both crews dumfounded. The *Cedar's* radio operator sent the message to Juneau: "Driven over reef during the night. Only masts showing. No survivors. Will cruise Lynn Canal to leeward. . . . *King and Winge* assisting."

All boats in the area cruised the waters and searched nearby beaches for possible survivors. None were found.

In the week that followed, nearly 200 bodies were recovered along Lynn Canal. Some had been carried as much as 30 miles south. The *Princess Alice* fulfilled her mission, but in sorrow.



Coastal Liner "PRINCESS SOPHIA" of the Canadian Pacific R.R. Fleet, circa 1916 in regular service along the Canadian-Alaskan ports. Call was VFI. SOS brought 3 ships but Captain refused help, believing Company ship *Princess Alice* would soon arrive and remove everyone, saving the line much expense in hotel bills and other costs. However, ship slipped off the reef during the night taking 398 to their death in the cold cruel waters of the Lynn Canal. Like the Titanic however, the sinking of the *Princess Sophia* brought action in providing navigational aids, buoys, beacons and lights that shipping interests had sought for years. We do not have the name of the valiant radio operator of "VFI" who stuck to his key through the terrible ordeal, bringing help which due to increasing wind and waves, prevented the rescue of all hands.

A talk with a man who sailed the seven seas

by Carmel Finley

"We shipped out of Hong Kong with a cargo of rice for Cuba..."

"Five of us went ashore in Guaymos..."

"I'd had the 'flu' coming out of Bangkok and when we put in at Yokohama..."

Talk with a man who has worked on the sea flows like that, names and places and more names, boats that are no longer and a world that in some ways exists no more.

Ralph Hazleton went to sea in 1917 and again in 1967, both times as a radio man—or 'Sparks,' as radiomen are called.

He'll be 80 in April and radios have changed a lot.

"When I told the captain it had been 35 years since I was on a ship, I thought he was going to go nuts."

Hazleton was 17 when he joined the Naval Militia as a professional radio operator. When the United States entered World War I in 1917, he was mustered into the navy. He spent the first five months on the USS Oregon battleship and finished the war on the USS Marblehead.

"I was radio man on the Marblehead and we were cruising south—Mexico, Central America—looking for German raiders. If we challenged a ship and she didn't stop, we'd fire a shot with an eight-inch cannon, mounted on the deck," Hazleton recalled.

"We'd been down there three months and it was hotter than heck and everybody was tired, so we put in at Guaymos, in Mexico, east of La Paz on the mainland. Five of us went ashore to

hunt deer.

"They issued us some rifles and we walked and walked and walked; didn't see anything alive. We ran out of water and headed for this farm when we heard this guy yelling a us—he was a Mexican army officer and he had a Mauser trained on us.

"He told us to lay down our arms but we couldn't understand him—we finally got the message and tried to tell him we just wanted some water. But he insisted on taking us to the commandant and they locked us up for a week."

At the time Mexico was a neutral country and Hazleton and his party were violating that neutrality because they were armed.

"The captain moved the ship into the harbor at Guaymos and he'd come ashore every day to talk to the commandant. They finally let us go and we look off for Peru."

He left the Navy in 1919 and shipped out of Portland on small freighters making coastal runs. "We carried everything—general cargo, lumber, grain, flour."

He made some longer voyages as well and one he remembers was to Cork Island, part of Ireland.

"The Irish were fighting a war of independence. The island was under marshall law and British patrols were in the streets every night. We were at a pub at the head of the dock and heading back to the ship when the third assistant engineer was shot in the chest.

"Everybody was frightened to death to leave the ship. We got out a bottle of whiskey and poured that into him until he couldn't feel the pain, but it was daylight before we dared to go out for a doctor."

He kept sailing until 1931, when he married his wife, Dana, in Portland. The Depression was coming, wages were low and he applied for a civil ser-

vice job with the aeronautics administration. The job took him all over the western states and he raised three children. He was in Idaho when he got his private pilot's license at the age of 52.

"In 1955 Dana said, 'Let's go to Alaska.' I was against it at first but I kept thinking about it, so I applied to go—I wanted isolation, no city duty.

"They sent me to Moses Point, that's

by Nome, near Siberia. Then I went to Nenema, that's near Fairbanks. I was station manager and I retired out of Alaska. That was 15 years ago."

Retirement didn't last very long. In 1967 the U.S. was becoming embroiled in the Vietnam war.

"It reached the point where the U.S. could not sail cargo ships because of a lack of radio operators. The ships were tied to the docks. So I called the radio officers' union in Oakland and told

them I used to have a commercial license."

The union told him to get the license renewed, got his security clearance from the Coast Guard and told him his ship would be leaving Charleston, S.C. in 24 hours' time.

"I was a retread—that's what they called us," Hazleton said. "They hired us because there was nobody else. I made five trips."



"Sparks"

Ralph Hazleton spends part of each day with his radios, talking to friends all over the world. He has been interested in radios since he was a child. (Staff photo)

Reprinted by permission of The News Guard, Lincoln City, Oregon in a beautiful setting on the Coast. Our member Ralph (11-SGP) boarded the USS Marblehead/NGK as his first assignment in 1915. He is one of the Society's earliest Charter Members. Call via amateur radio ..K7AG. Thanks to author Carmel Finley for a delightful article.

He was nearly 70. "I hadn't been on a ship in 35 years. I was praying someone would be there to give me some pointers—radios didn't even have tubes when I left and there was all this stuff like VHF's—but he (the radio operator) left the ship the minute they dropped shore and I was on my own.

"When I told the captain it had been 35 years since I was on a ship, I thought he was going to go nuts."

It was on his second trip that he had the 'flu.

"I'd had the 'flu coming out of Bangkok and when we put in at Yokohama I told the captain I had to see a doctor. He said not to worry and he wouldn't let me go ashore. We left for San Francisco the next day, a nonstop trip, and I stayed in bed.

"The captain began to get worried and finally he said, 'Sparks, can you send a couple of messages for me? I'm going to turn around and take you back to Japan.'"

He was the only English-speaking person in the hospital.

"The Japanese nurses were in and out with English dictionaries all day. They'd come in at lunch and sit on the bed and talk English and try to teach me Japanese."

"They hired us because there was nobody else."

His last ship left Portland with a load of wheat, bound for India. The ship refueled in Durban, South Africa and set off for Texas.

"Texas was the end of the voyage, so I'd made it around the world," Hazleton said. "Then I decided to quit for good—but you know, the money was fabulous and those salaries are killing the merchant marine."

He confines his ship activity these days to going out on charter boats after salmon.

"And I do a lot of beachcombing. I listen to the ham set every day and keep in touch with some other guys my age. I'll be 80 in April but I haven't got any stiff joints."

THE PRINCESS SOPHIA REVISITED

Continued from page 8

There was some evidence of what had happened. The rocks on which the *Sophia* had rested were worn "smooth as a silver dollar" and were white from being ground under the keel. Several steel plates from the ship's bow were found curled up and lying on the reef. It was believed that the wind quartering on the ship's stern had swung her around slowly, her bow being the pivotal point. In time, the bow swung free of the rocks, and the vessel probably sank as water rushed into holes that had been torn in the forward section. An extensive oil slick was further testimony to the breaking up of the ship, for her oil supply was carried between her two hulls. At the time, some observers theorized that the inrush of cold water might have caused the ship's boiler to explode, thus rupturing airtight tanks that would otherwise have kept her floating.

It was apparent that there was some warning. Most, if not all, of the bodies recovered were fully dressed and wore coats or other heavy outer garments. Many also wore life preservers. People had gathered their valuables—jewelry, money, personal papers. Life rafts had been launched, but there was no way to survive the wild storm conditions and icy water.

Within a week, a salvage vessel, the *Salvor Tee*, was at the scene. Exploration led her officers to believe that the *Sophia* was "hopeless junk" and not worth trying to reclaim. Salvage operations were limited to an attempt to recover any remaining bodies and the valuables from the purser's office.

From time to time, Juneau divers revisit the *Sophia*. They have recovered interesting reminders of her time, including glass light shades, poker chips, medicine bottles, snuff bottles and chamber pots. Pieces of harness and horse bones have survived the years. One of the more intriguing articles is a door lock with part of the wooden door still attached. Wood in salt water usually has a short life because of marine borers. Whether protected by oil from the lock or from hundreds of hands, the part of the door by the lock survived. In the lock is a key, and above the lock the scar where the plate bearing the stateroom number must have been.

Exploring deeper into the wreckage recently, a diver recovered part of a human skull and three oil running lights. The lights are about 20 inches high and are similar to those still carried as emergency lamps on many vessels, except for the words etched on the chimneys: "Made in Prussia."

A fine summer day's fishing not long ago reminded one diver and photographer of the *Sophia*'s existence. Bill Heard and his son Mike had been trolling in the area and had noticed that at one spot they consistently either caught rockfish or snagged their lines. On one pass, Mike's gear required a good bit of tugging before coming free. When he reeled in, his bait was gone, but in its place was one of the large white sea anemones common off Southeastern Alaska. He removed it from the hook and let it drop into the boat. Later, Bill found flakes of paint and rust on the base of the anemone and suspected immediately that it had been plucked from the wreckage of the *Sophia*. Two years passed before he was finally able to return, bringing with him

five other divers eager to reach the sunken ship. What they found bore little resemblance to the vessel that had foundered 53 years earlier.

The *Sophia* is a jagged, white mound on the bottom. Virtually no part has escaped the attachment of the large sea anemone, *Metridium senile*. The effect is eerie—thousands of white anemones slowly and silently extending then contracting their tentacles, sweeping the water for the tiny bits of food on which they live.

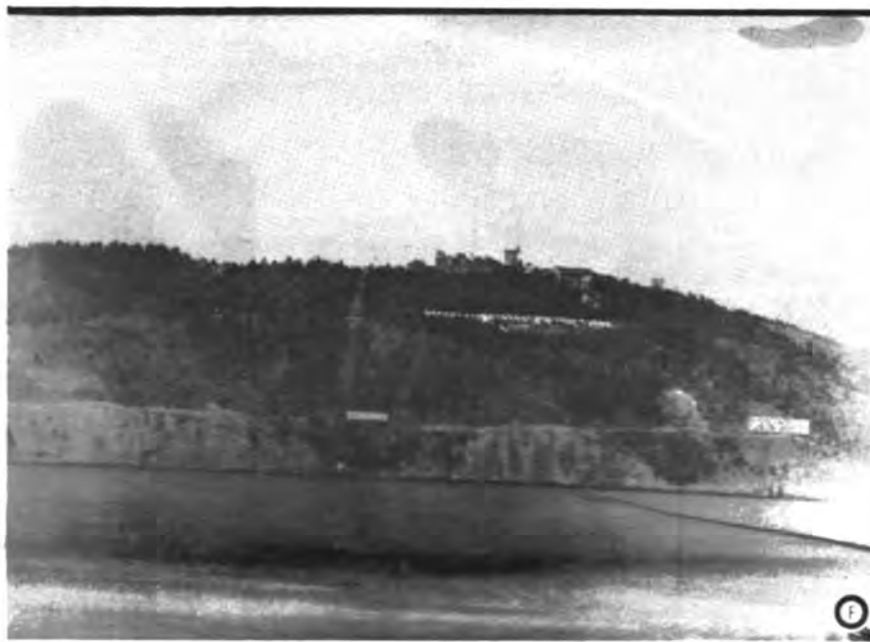
Because of the dense covering of anemones and the broken and twisted condition of the hulk, the lines of the ship are so indistinct that it was only after many trips to the reef that Bill and the other divers agreed on what they were seeing. The *Sophia* lies on her side, gradually settling into the bottom, with her bow in about 60 feet of water and her stern at about 100 feet. Hull plates lie twisted and broken, pieces of her masts and superstructure are strewn about, there are gaping holes in her sides—all testimony to her last violent moments and years of slow decay. □



"NPG"

SOME HISTORICAL PICTURES

OF THE LEGENDARY STATION BY THE GOLDEN GATE



From the Collection of
 Marlo G. 'AB' Abernathy 1610-SGP

(A) Yerba Buena Island (Goat Hill) in San Francisco Bay. View East from S.F. Ferry Building Tower. Island had light house in white area at south end to guide boats clear, in Frisco's fog. M.G. Abernathy Photo Collection.

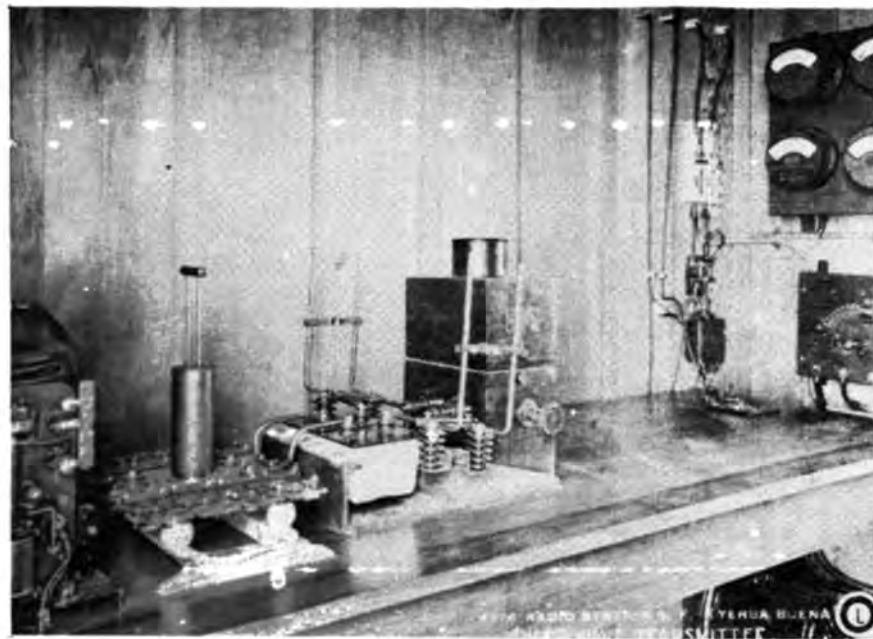
(B) U.S. NAVY STATION "NPG"
 Barrage loop antennas, beamed on the "Great Circle Route" to NPM and NPO.

(C) Buildings from L to R:
 Telephone receiver/transmitter; Shortwave transmitter; RDF building.

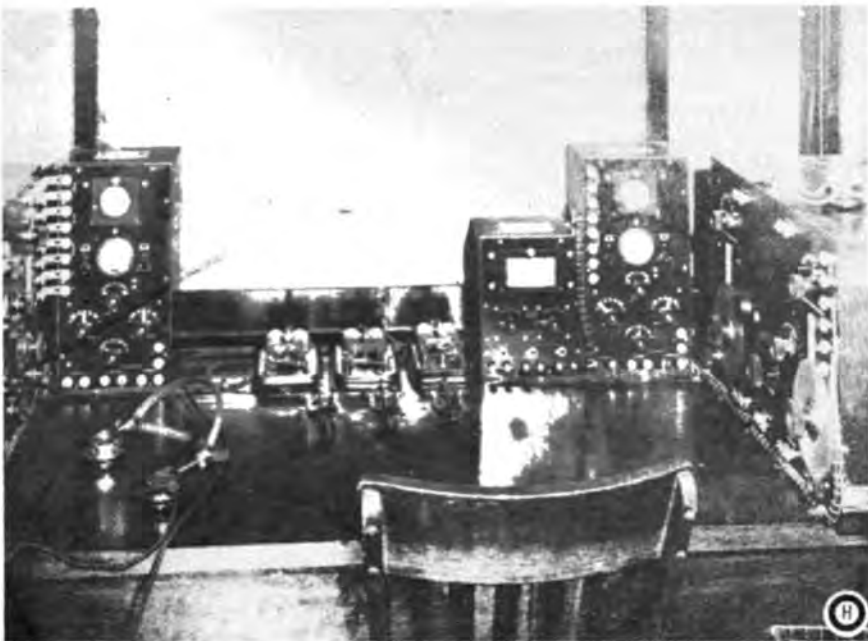
(D) Area at lower left edge is now the east mouth of the Bay Bridge Tunnel, was a tent area but later converted to 'Grinder' (Drill Field). Tower in dead center was atop the barracks building - used as signal tower. Telephoto from East hilltop.

(E) Barracks and mess hall on left. Center building, Offices of OIC, District R/O, Pacific Comm. Offr., Work shops, Officer's rec. and sleep rooms. RIGHT HAND building, main operating area (penthouse shields Kolster RDF antenna mechanism re-wound for use with barrage antennas.

(F) View from Ferry Building via 8 Diopter telephoto lens. Tents on hillside were part of 'boot camp' for sick, lame or lazy or contagious. Streak up center of island is Communication and 12 KV power cables.

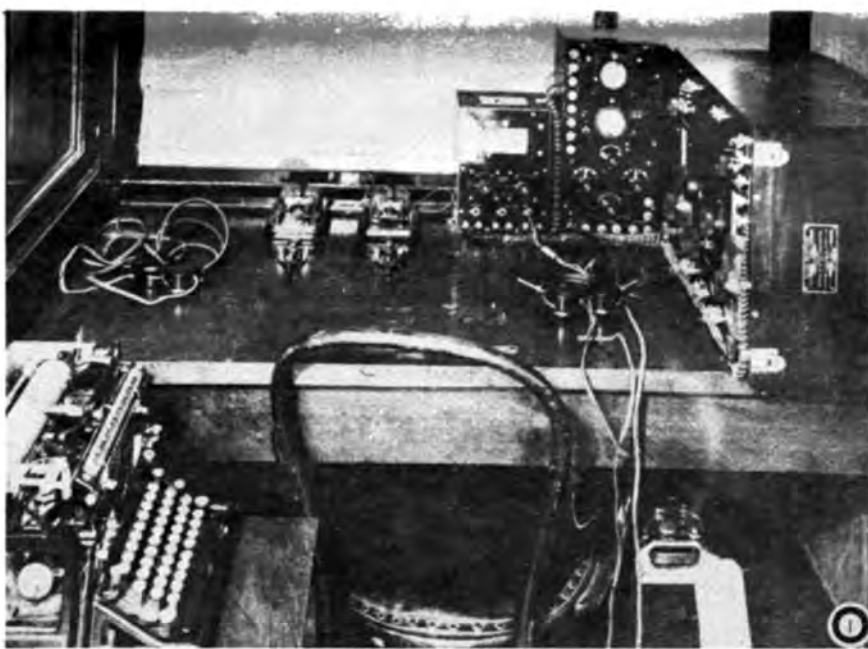


NPG — SAN FRANCISCO



(G) GOAT ISLAND, view to west from East Hill. Radio station crowns high spot. A road led downhill to the north (behind the hill) coming out near Comdt's house at right border. Building area and tents half-way down hill was the quarantine training area. The present tunnel comes through halfway between the two large buildings of the quarantine area (where the grinder was). The close area was the holding camp for trained men awaiting transfer to ships and to schools (This training station was abandoned on 23 June 1923 -- everything moved to San Diego.

(H) BOOTH "C". Used mostly on NPL and NPC circuits. (No Baldwin phones (cans) for this Op.



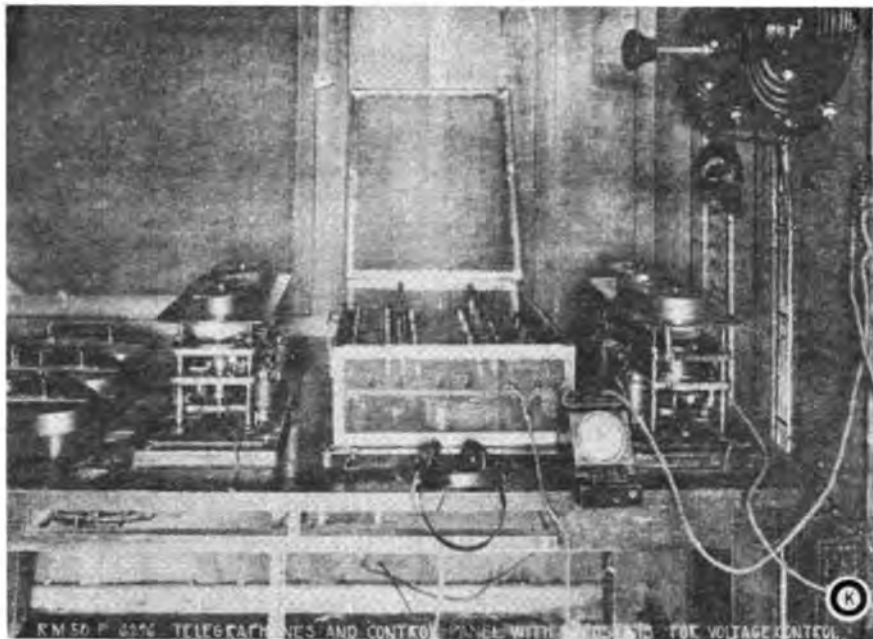
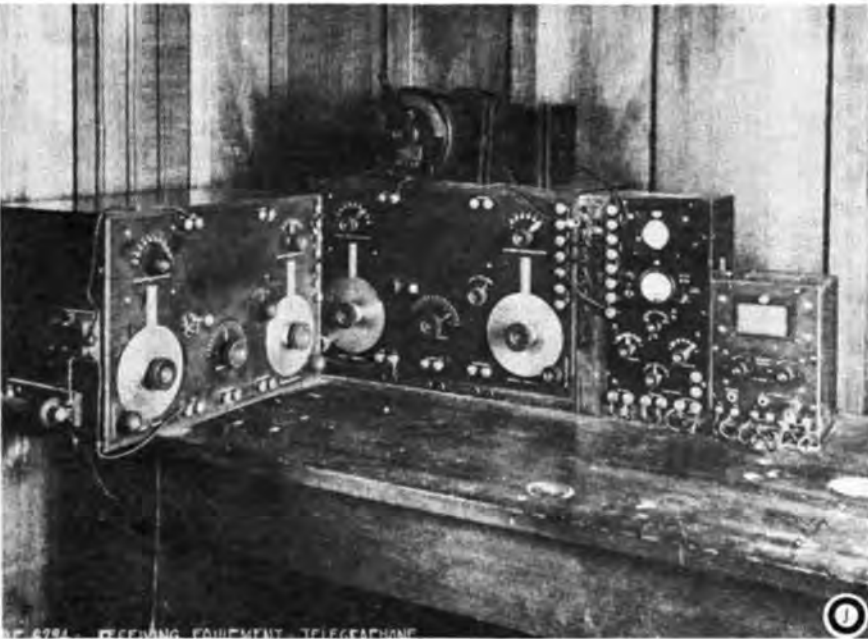
(I) RECEIVING BOOTH #6. SE 143 Receiver, Detector box and 2-stage AF amplifier. Good old #5 Underwood and TWO pairs of Baldwin mica-deaphragm headphones ! (Operator apparently rich enough to afford two Baldwins, but not back on his chair).

(J-K) TELEGRAPHONE RECEIVER for copying NPO or NPM at high speed during clear air and transcribing during bad periods at lower speed. Condenser and loops on top of SE 143 plus coils in spare SE 143 are used to load the receiver with the detector box and audio box down to NPO and NSS VLF arcs. Signals from this 'contraption' were fed to the magnetizing coils in the heads of the Poulsen wire recorders (K). One could be recording and the other playing back a pre-recorded wire. The fine wire was not only pulled across onto a reel, it was also pushed off the blank reel -- if the wire broke one had wire by the mile all over the place. Thus the double-screen covered switch bank was for protection.

(L) SHORT WAVE TRANSMITTER unit installed at a very early date. How short and for what service Mr. Abernathy does not have the record. He suggests that perhaps some old NPG "Spark-Gapper" might come up with the details on this piece of Navy Gear ?

30

Thanks to 'AB' Abernathy for all these fine pictures of early day "NPG". We have more and hope to bring them in future issues of the JOURNAL



SOCIETY MEMBER TURNS ICEBOUND ADVENTURE INTO BOOK

ICEBOUND IN THE SIBERIAN ARCTIC

The following story of Robert J. Gleason's adventures aboard the Fur Trading Schooner "Nanuk" in the Arctic Ocean off the Coast of Siberia during the winter of 1929-30 is one we thought our members would enjoy as he has caught the essence of our member's book and has recorded the unrelenting drama of the sturdy ship's battle against the ice and frigid weather in a most interesting manner. Thanks to Tom Cookley, staff writer and to the Annapolis Evening Capital which printed the story on Feb. 6 1978 for permission to reprint. We hope you enjoy it. WAB.

In the winter of 1929-30, as their ship lay locked in the desolate icepack of the Siberian arctic, Robert Gleason and his crewmates onboard the motorized, fur schooner Nanuk ate reindeer—22 in nine months.

Gleason, an Annapolis resident, said last week that the owner of the Nanuk, Olaf Swenson, had made sure the ship was well stocked with canned goods, dried fruit, tea, jams, and other provisions.

And, members of the crew were able to kill 153 ducks to feed themselves and their dogs before ice surrounded the Nanuk on Oct. 8, 1929.

But for most of their frigid adventure near the top of the world, which ended when the ice thawed in early July, the crew of the Nanuk feasted on reindeer as their only fresh meat.

"We thought it was wonderful," Gleason, 71, retired executive vice president of ARINC, said.

He has written a book on the adventure: "Icebound in the Siberian arctic," published by Alaska Northwest Publishing Company of Anchorage, Alaska.

"We got it (the reindeer) from the deer natives back in the hills," Gleason recalled, "about 40 miles back. They had reindeer in herds and they used them for food and clothing... just like cattle."

Gleason had just finished his junior year at the University of Washington in June 1929 when he signed on as a crew member of the Nanuk out of his native Seattle. He had planned on the trip being a summer job.

"I expected to be back (for the Oct. 1 start of school) for sure," Gleason said.

But the summer job turned into a nine month, icebound adventure off the coast of North Cape, or Mys Shmidta, in the Arctic Ocean.

Fearless aviators from the United States, Canada and the Soviet Union braved arctic storms to aid the ice-locked Nanuk and a Russian ship, Stavropol, held tight in the ice nearby.

Some flew hundreds of miles through the arctic cold in open cockpit planes, Gleason said. They had to heat their engines with plumbers' stoves before taking off on the snow-covered ice around the Nanuk.

Two men, the famous arctic pilot Carl Ben Eielson and his mechanic Earl Borland, died when their plane crashed en route to the fur schooner.

And the plight of the Nanuk made news back home, Gleason said, as Swenson and his 17-year-old daughter, Marion, kept the Associated Press up to date on the ship's adventure.

According to Gleason, the Nanuk and its crew of 13 were in the arctic on business.

Swenson had a contract with the Soviet government to supply settlements in Siberia in return for furs.

"Swenson had been determined to deliver supplies to Nizhnekolymsk," Gleason recalled. The Siberian town is west of North Cape on the Kolyma River.

The Nanuk's owner made it to the Siberian settlement and had stopped at several other places before heading back home.

"We were on our way out," Gleason said. "He had completed his work, except he had furs on board... \$1.5 million worth."

The furs were among the motivations for the intensive attempts to reach the Nanuk once it was frozen in.

As the Great Depression engulfed the country in 1929, the price of furs and most other goods plummeted, and Swenson probably had to sell his load of luxury at less than it was worth before the icebound adventure, Gleason said.



Photo by Darryl W. Bann

ROBERT GLEASON discusses his experiences of nearly a half century ago when he was icebound on the Siberian arctic.

According to Gleason, Swenson's ambition wasn't the only reason the Nanuk became trapped. "You could reasonably expect the ice to stay open longer," the retired ARINC executive said.

Before the ice imprisoned the Nanuk, the crew had tried tirelessly to sail out of the arctic through "leads" in the icepack—channels of ocean water caused as shifting winds split the rafting ice.

But always the leads would close. "When a lead is open and it comes together," Gleason said, "it's quite a sensation. And to be near it and see it coming up is something else again."

Swenson was an experienced in the arctic, according to Gleason, and when it seemed evident that the ship would have to winter in the ice, he made sure it had the safest haven possible.

The wooden craft was anchored in a bay with the 600-foot high cliff of North Cape a quarter-mile to the northeast.

"We were very fortunate," Gleason said. "We got into the bay and inside the grounded ice."

The grounded ice, attached to the ocean floor, acted as a protective wall for the Nanuk against the crushing force of the shifting ice pack, Gleason said.

The Russian vessel was outside the grounded ice, according to the author, and as the ice pack shifted, the steel ship came very close to being crushed by it several times during the long ordeal.

According to Gleason, the arctic ice would range from a two-to-three-inch thick newly formed glaze to 30-or-40-foot mountains that were even bigger below the water's surface.

The cliff at North Cape helped to protect the ship's crew against the strong winds that blew out of the northwest. But blasts of 40, 50 or 60 miles per hour still raked across the deck of the Nanuk from bow to stern, and temperatures plunged to 40 degrees below zero and lower.

"You get 40 below and a 40-mile-per-hour wind and you can't go out in that," Gleason said.

"I used to go up to North Cape every day in the spring," Gleason recalled. "A couple of times it got pretty rough and I froze my cheeks and my nose... but that was just by being careless."

Generally, Gleason and his fellow crew members were warm inside woolen underwear, covered by reindeer skin parkas and seal skin pants. To keep his feet protected from the cold and the ice, Gleason put on three pairs of socks and native-made mukluks with reindeer skin tops and seal skin bottoms.

The men also had reindeer skin caps and mitts.

"Then when it snowed you'd wear a (canvas) drill parka," Gleason said. "You'd wear that over your fur to keep the snow out."

The ship's coal-burning stoves were converted to small, makeshift oil burners in which diesel fuel was dripped over hot rocks. As is usually the case with stoves, the heat was fine, Gleason said, unless the fire went out.

Gleason had spent three previous summers as a radio operator in Alaska and onboard the Nanuk he worked the radio key with information for the pilots, the press and others curious about the condition of the schooner and its crew. He also received news from back home and put out a small newsletter for the crew.

"It wasn't actually boring for me at all," Gleason said, "up until the time the aviation actually ceased."

Planes landed and took off from the ice near the Nanuk throughout the winter and into the spring.

First the pilots came to aid the crew of the ice-locked ship. Then, they were there to search for Eielson and Borland who crashed in November but were not found until mid-February.

The last plane left May 10, however, and from then until July, time moved slowly for the Nanuk's crew, cut down to six, since Swenson, Marion and five others had been flown out, Gleason said.

The "cabin fever" or restlessness of those final months was the worst part of the arctic experience for Gleason. Also, it was during the nine-month arctic ordeal that Gleason learned of his father's untimely death.

The finest memories of his nine months in the Siberian arctic are the people "The aviators... the mechanics... coping with no hangars... nothing, and doing as much as they could. I have nothing but admiration for them," he said.

And then there were the Eskimos and other natives who helped the Nanuk's crew through the hard winter.

Even if they had little to eat themselves, Gleason said, they would share what they had with you. Often, pilots on their way to the Nanuk were forced to land before reaching the ship and had to spend the night in native houses.

"You could depend on them," Gleason said.

And in the cold wastes of the arctic, that's important.

ROBERT J. GLEASON 642-P

During the winter of 1929, news of the Stock Market crash, the plight of the small trading schooner Nanuk, icebound in an ice-pack off the Siberian Coast in the Arctic and the search for pioneer aviator pilot Carl Ben Eielson vied for space on the front page of the New York Times and other papers throughout the world. Our member, "Bob" Gleason, aboard the Nanuk, Call WKDB kept the outside informed and became known as a pioneering expert in the field of communications. The cruise of the Nanuk launched him on a career in aviation as a short time later he was responsible for constructing and operating the first airline radio system in Alaska. In 1934 he accompanied pilot Joe Crosson on a survey flight to Siberia, intended to open a trans-polar route between North America, the Orient and Europe. Ultimately, he became executive vice president of Aeronautical Radio, Inc. the firm that provides nationwide communication service to all airlines, and served on the board of directors until his retirement in 1972.

"Bob" Gleason was sponsored by none other than "Pete" Fernandez - one of the grand men of both communications and aviation. We might say in passing that Bob's book is one of the best! Its publisher is Alaska Magazine, 130 2nd Ave., So. Edmonds, WA 98020 can supply copy. —30—



The author, Nanuk's radio operator and assistant engineer, Robert J. Gleason.

Tales of the WIRELESS PIONEERS

True Experiences and Adventures of Commercial "Brass Pounders"



Society of Wireless Pioneers, Inc.



James R. Steen 1773-SGP

"HOW DID YOU HAPPEN TO BECOME A WIRELESS OPERATOR?"

When I was twelve years old in 1916, I got a summer job as a Western Union messenger. Remember the days when the telegraph messengers wore a uniform and delivered telegrams by walking or riding a bike? I had a hand me down bike from an older brother. In the office, there was a woman operator and an 'old man' operator in his 50's. I used to marvel at the clacking of the sounders and the translating of this noise into type-written words. This is when I was first bitten with the bug of telegraphy and electrical equipment.

After that, we moved to another area and three years had passed before I became interested again. Here I met a boy my own age who was starting to build a crystal set. We spent many long hours scrounging for parts and building a set. In those days you built your own from scratch. Remember the coil built with bare copper wire and a round Quaker Oats box. The detector was a galena crystal and a home-made whisker.

We learned the code by sending back and forth to each other night after night and enjoyed every minute of it. Eventually we both got an Amateur License.

Then I went to Mass Radio School in Boston and received my first Commercial License just after I was 18. This is how I got started. Let's hear from some of the rest of you.

Robert H. Pheysey 1467-P

I recently received my copy of "Sparks Journal", Fall Edition 1977, and enjoyed reading every word of it. One item, "Sea Story" by Vernon P. Bourg 1020-P, was of particular interest to me as, although apparently unknown to the author, an additional ship, the S/S Aztec HRCB, was also involved in the rescue of the crew of the Schooner Dunham Wheeler.

During all of 1930 I was Chief Radio Operator on the United Fruit Co. S/S Aztec and on November 4th 1930 we had sailed from Puerto Barrios, Guatemala, for New York City. On the evening and early morning of November 7th and 8th we were proceeding north through the Florida Straits with rough seas and strong ENE winds. I had taken over the watch from Ben Feverstein, Second Radio Operator (now deceased) shortly after midnight and for a while everything seemed relatively normal. However, after a while I started to hear some communications passed between the S/S Upshur KOLZ and NAO Charleston, which indicated that the Upshur had experienced some kind of trouble.

At 4AM EST November 8th I heard KOLZ call SOS and tell NAO "Four masted Schooner in distress about 16 miles off Cape Canaveral and we are disabled and helpless and unable to go to her assistance". Right after this, NAO contacted the USCG Cutter Yamacraw NRCY and repeated this information. I had advised our Master, Capt. L.S. Fuglestad, of what I had heard and was told to advise KOLZ and NAO that we were proceeding to the Schooner in distress and that we were 36 miles from her given position. During subsequent QSO's with KOLZ I learned that his main engine had blown to pieces. That they had anchored at 6PM on November 7th and were awaiting the arrival of the USCG Yamacraw which was expected sometime on the night of November 8th. While they were at anchor they had seen distress flares sent up from the Schooner which was also anchored about 2 miles from them. I also learned from the Operator on KOLZ that he had not been off watch for the past 72 hours.

We finally arrived alongside the disabled Schooner at 6:55AM and found that she was the five masted Dunham Wheeler bound from Venezuela to Jacksonville, Fla. Shortly after our arrival all hands abandoned ship and we had them safely aboard the Aztec by 8:15 AM. They comprised of her Master, Capt. J.A. McIver and a crew of nine. About one hour later the Dunham Wheeler sank.

At 8:20 AM I contacted the S/S Upshur to see if they wanted us to take off their crew. A message was received back signed Capt. Huddins advising us that they did not, but asking us to contact the USCG Yamacraw and get his position and expected time of arrival. At 8:38 AM we were able to work the Yamacraw and then advise the Upshur that they expected to reach her position at midnight and take her in tow. KOLZ thanked us and again advised us that our assistance was not required and to proceed to our destination.

We brought the Dunham Wheeler's men to New York where local newspaper reporters came aboard to interview them and take pictures. They also obtained and printed in the newspapers on November 12th pictures taken by some of our crew of the foundering Dunham Wheeler and the rescue operation.

Very truly yours,
Robert H. Pheysey, 1467-P

Earl H. Thornton

432 Temko Terrace, Dayton, Beach FL 32108
Letter March 10, 1978.

Reports on JOURNAL which was sent by Hyman Wallin 426-SGP with compliments:

"Most Astounding paper! I am 81 and cataracts both eyes, so wife is doing the choreography. Pictures & articles so nostalgic. My earliest is the reception of the Corinthia, (Cunard I think) answering the CQD from the Titanic in 1912. I have been a radio operator since that date until loss of sight stepped in about 1970. Most duty at sea, Marconi's very first, but followed by coastal shore WCC Chatham, Mr. Fred Heison; WCY Cape May, Mgr. Wm. P. Kent; WSL, Southampton Mgr. Moser; WSC Tuckerton, NJ (Mgr. W.P. Kent; WSY Virginia Beach, Mgr. F.H. Illingworth; WOE, Lake Worth, FL, Mgr. Ed Burgess. Doubt if they still live. Was a "ham" at age 16 and dam if it didn't stick till I couldn't see.

I enjoyed a most thrilling life radio ship & shore. Liked shipboard best of all. The memories are sweet and magnificent.....60 glorious years at sea and ashore. Success to you all. The Journal is a masterful work.

Sincerely,
Earl H. Thornton
A big 73



"AND NOW FOR THE GOOD NEWS. THE WIRELESS OPERATORS HAVE TAKEN YOU OFF THE DROP-DEAD LIST."

R.H. 'Bob' Mattox 905-V

"GRAIN FOR RUSSIA"

A "Bash" from Radio Officer R.H. "Bob" Mattox aboard the SS AMERICAN HAWK/ KSVB enroute Providence, RI, from Smiths Bluff, TX in August, 1976. (Response to request for SOS/CQD info.)

Enclosed my two "SOS" incidents, not very exciting, not too much sound and fury, people wailing and crying unto their maker as they sunk and such stuff.

My last ship "S/S ULTRA MAR" built three years ago in San Diego, Westchester Marine Shipping Company. Our Skipper was a retired Navy Captain from a destroyer command and was "breaking into Merchant Marine Skippering on his second assignment. He was still learning the ropes of being a "sea-lawyer" to understand union contracts but was having his problems. The main lesson he learned from me was "Sparks stands no watches in port, after shore leave has been granted, without payment of overtime!" Guess he got the idea us Merchants stood radio watch in port just like the poor Navy boys have to.

I'd been in Iljchevsk, Russia, before on the SS OVERSEAS JOYCE. We were the first U.S. grain ship to arrive there. Christmas Eve the Ruskies had a big free beer, vodka and caviar party for us. SIU crew got bombed out of their minds, crawling on hands and knees on floor, vomiting all over the place, and swilling down more free hooch, goosing the waitresses. The poor Russians asked the Captain what they should do. He said, "Lock 'em all up" but the Russians could hardly do it they said, appreciated us bringing the grain, so crew crawled on hands and knees back to ship after the party closed down. This last time in Russia, for Christmas dinner at Seamen's Club, each ship had to bring their own Christmas dinners for crew off their ships. Arf! And the Ruskies wanted U.S. \$\$\$ spent in preference to rubles. Black market still going on, but exchange rate is down from what it was three years ago when we were drinking champagne instead of anything else as was only a buck something a bottle (with black market exchange of U.S. bucks).

This last trip we had 17 Russians get gassed from white corn fumes down in the holds upon first boarding, including our chief mate, two Ruskies died, was under \$75,000 bond on the ship before letting us sail, thought maybe they would intern crew they were so mad over two longshoremen's death. We had 65,000 tons of white corn aboard, ship was 892 feet long, an "Obo" type ship (oil bulk OR), biggest ship in U.S. Merchant Marine I'd ever sailed on.

I dislike Russia so much, having first trip into Odessa almost losing a finger tip when a Russki cab driver slammed taxi door on my finger, he dumped me out at a dock with no ship in sight. Finally got in a bus office with blood dripping off my finger and they took me back to ship in a bus. I just let the blood drip on the floor of their bus, I was so d'd mad. Never went ashore in Russia again. This last trip on S/S ULTRA MAR was there two months, went ashore at foot of gangway for 5 minutes to buy two Russian dolls and amethyst necklace for souvenirs. Stayed aboard rest of time and painted water color pictures just to pass the time.

Had the Atlas 210X rig aboard for run to Russia, but antenna tuning is sure super critical for that rig. I had no antenna tuner so put out very weak signal. Tried the Atlas rig out on the 18AVT verticle in Houston, Texas, but no go, so next vacation, Jan. 9th, 1977, will try again. Also putting my house in Aripeka, Fla. up for sale around 18 gees, 28 x 32' CBS, two boat slip in back yard on canal, 100 yards from Indian Bay, about 50 miles north of Tampa. Gotta move my 50' E Z way tilt over tower, 4 el W. Sp. Hy gain 20 beam and loads of radio junk to Houston.

This coastwise sailing sure is a breeze for getting U.S. stations in comparison to sailing foreign where sometimes you hammer for days to get into the states.

VY 73's and keep up the good "SOWP" work.

"Hamming" at Sea

A CRUISE TO B.A. WITH "JOCKO"

We hope you will enjoy the experience of one of our members, Harry J. Maclaren - 1111-SGP who takes his hobby - an amateur radio 'rig' to sea with him. Harry's amateur call is W5FGO and at sea it becomes W5FGO/MM. His "Handle" is "JOCKO". The following is an Odyssey of the SS DEL MAR/KFVZ on an earlier trip... down "Rio" way.

This is not by any stretch of imagination an article dealing with the technical side of Radio, but it will, I think, add still another page to the oft-told but always interesting tale of the Radio Amateur and his fascinating hobby.

I have been sailing on merchant ships as Radio Officer since 1927, when I made my first trip to sea on a British passenger vessel named the s.s. "Rollo" after joining-up with the Marconi Company of London. Very truly, much water has flowed beneath the bridge since then. I am now a United States citizen, a licensed Radio Amateur, and I now sail in the U.S. Merchant Marine under the Stars-and-Stripes on board the Delta Line passenger ship, the s.s. "Del Mar". . .

A few months ago, Dr. Herman Hawkins came on board the "Del Mar" as our new ship's medical officer. It was not long before I heard that the new Doc was an old-timer Amateur radioman. He was, unknown to me, already hunting me down for a ragchew! We finally got together and soon became immersed in the problem of getting his radio "rig" set up and on the air. Our immediate problem was to find a suitable spot on the "Del Mar," complete with the necessary alternating current (A.C.), where we could settle-in and call it our "shack." The majority of merchant ships are wired throughout with direct current (D.C.) but on the "Del Mar" type of vessel a limited number of officer's cabins are blessed with an A.C. outlet. The Doc's quarters, unfortunately, was not among those so blessed and, to make them even less possible as a "shack," were far removed from any A.C. wiring. This was indeed a snag, and there was nary a suitable D.C. to A.C. converter in sight. However, after various hunts and much speculation, the Doc finally talked our Chief Purser, Bill Sistrunk, into allowing us to use his room, complete with its double A.C. outlet, as our

"ham" radio headquarters. For this kind deed, O Bill, may Allah smile upon thee.

There was a pleased and anticipatory flexing of muscles between the Doc and myself, as with many a grunt and a hup, his Collins 32V2 type transmitter and 75A1 Collins receiver were duly man-handled from their cartons, lugged aloft for two decks and planted with all due tenderness upon Bill's desk. Came now another lively period of soldering-irons, pliers, coaxial cable, and all that surrounds the complicated birth pains of an antenna.

Surprising as it may seem to the land lubber, it is not always an easy matter to find a convenient place on board ship to sling-up an antenna. One tricky problem to solve, especially on passenger ships--unless your quarters are situated high on the ship itself

--is to find a spot where the downlead or feedline may be brought to the transmitter without having to cut holes through steel bulkheads (walls, to you!), or having it stray half-around the ship through passageways, across stairways and outside alleyways, etc., threatening to trip or strangle the unwary at any moment. Another problem is to get the antenna as far away as physically possible from the ship's main transmitting antenna, which is nearly always slung-up between the ship's masts; the purpose of this latter point being to prevent interference break-through and resultant jamming of the marine frequency bands while the ship's Radio Officers are on duty. In addition to these snags, one needs must avoid, on pain of sudden death or gory dismemberment, the tangle of receiving antennas put up by members of the ship's crew. But we managed to get a sky-wire up, assisted, of course, by a million words of what is known as "helpful advice" from the uninitiated!

The antenna, finally, more by necessity than by design owing to materials available and the position of the Chief Purser's cabin, was cut to a 22-foot flat-top and end-fed by a long length of 72 ohm coaxial cable, which,

fortunately for our sanity, Doc Hawkins possessed in quantity. The after-end of the antenna was made fast to the top of our ship's smokestack, the forward-end to the tennis-deck bulwark. This caused it to hang at about an angle of 40 degrees from the horizontal, or about semi-vertical. We soldered the inner conductor of the coax to the 22-foot of 7/14 copperwire flat-top, ran the coax through Bill's window and--well, we hoped for the best! Our antenna was, in order, (1) a long wire?, (2) a vertical?, (3) a Marconi? No matter, the Doc and I were willing and eager to try load "her" up and forthwith make an honest woman of her. The luxury liner "Del Mar" was about to "go on the air" for the first time in her glamorous sea-career....

It was September 4, 1956, the day before the "Del Mar" was due to arrive in Rio de Janeiro, Brazil. I watched Doc Hawkins as he caressed the various knobs on his 32V2 transmitter, feeling for the all-important adjustment which would "load-up" our hybrid antenna. I tried not to look at the tale-telling plate ammeter.

"She's loading, Jock," he says suddenly. "The darn thing's loading! What d'you know about that? We're in business."

"Damned if we ain't," I said, grinning. "See you later, Doc, I've got to go on watch." I left him tangled in a mix-up of coax cable and an antenna relay and hurried up to the ship's radio office....

At 2.50 p.m., sitting in dutiful and solitary state before the "Del Mar's" radio equipment, the Doc's voice suddenly sounds all around me. "How'm I doing up there, Jock? Can you hear me?"

I nearly fell off my chair. "CQ 15, CQ 15, CQ 15, this is Maritime Mobile KØDLC, King Zero Dog Love Charlie, calling CQ -- Boy, O boy, is this thing sensitive on the loading! Calling CQ 15, hello CQ, this is Maritime Mobile KØ Dog Love Charlie, on the luxury liner "Del Mar", tuning around this frequency for a possible call."

Silence. Then, "PY8TR, PY8TR, PY8TR, this is Maritime Mobile KØ Dog Love Charlie. Fine business, old man -- I was sure pleased to hear someone answer me! We've got a piece of wire hanging up there in the wind which is something to see! Thanks for the call. . . "

Doc had signed-in the "Del Mar" on the Amateur Radio register. But we certainly would have to do something about this break-through interference on the ship's radio "rig"!

That same evening the Doc showed me the tricks of using his 32V2 and 75A1. I had the pleasure of sending out the "Del Mar's" first "CQ de KØDLC/MM" call using the dots-and-dash CW code. Well, I have heard about the "sky falling on a guy," and now I know what the saying can mean! It's a crazy-mixed-up experience to sit back and feel helplessly giggly while a dozen or so K's, W's, F's, G's, D's, etc., actually knock each other over to be up-and-at-you! You wait until you can choose one out of the scramble and call, but if you think that halts the whoop-an'-aholla, you are sure iggerant of the facts, Mister. Finally, they ease up on you, you work the chappie you picked out, you say your 73's, and -- well, what do you think? You guessed it. It starts all over again! But it's wonderful stuff, and, to borrow a couple of words from our female "hams," our YL's and XYL's, we jest loves it.

The first QSO (contact) on CW resulting from my "CQ de KØDLC/MM" call was G3CXM (England), the next was 9S4AX (Saarland), then G3CEG, W10QZ (USA), K5AUZ, W3PLI, and W7AOX. We were a few-miles north of Rio de Janeiro. The Doc took over then con mucho gusto and tried his hand at the code-key -- his dots-and-dash "sending," he said modestly, was rusty but still trusty.

Of course, during the ensuing days, the Chief Purser's cabin buzzed like the proverbial bee-hive. All-hands-and-the-cook, which translated means everything that walks upright on a ship, crowded in to see the first sea-going Amateur radio-rig they had ever seen in operation. The Doc passed the microphone around and one-and-all said a few mike-nervous syllables over the air for the first time in their lives. It was, as the saying goes, a regular ball. The fog of cigarette smoke grew so dense it darn near suffocated the 32V2 transmitter as well as the Doc and myself. Meanwhile, Bill Sistrunk had an interested and boisterously outspoken audience to fend off physically and verbally each time he shaved, showered, or visited the adjacent John. But our Bill is not self-conscious in the least and took the stampede into his now combination living-room-bedroom-radioshack right in his stride. We did not know it at this time, but soon he was to be known as Phone-patch Bill - he caught the fever for 'phone right after the Doc passed the mike to him one day and told him to say something nice about the "Del Mar" to a deft-tongued Yankee up in W8 land. Later, Doc was caught in an unwary moment and he showed Bill how to tune-in on the 75A1, whereupon Bill proceeded each day to search around the ether for W5's (the Southern States), and, when he found one, he'd chase Doc all over the ship to fire-up the 32V2 and get cracking after that doggoned W5 because he wanted to say hello to someone he knew there. It was a kick to hear Bill on the mike. After a few tries, he was speaking fluent "ham" jargon about Q5's, S9's, QS-baker, fine business, QR-mary etc., although he didn't really know what in heck he was talking about. All the Doc and I had to do was stand-by 32V2 and leave the mike to Chief Purser Bill, who is, by the way, already reading up radio for an Amateur License.

One of the more interesting contacts we managed two days after we sailed from Buenos Aires, was Peter at VP8BY. This turned out to be a lonely British weather and ice-reporting station on the Palmer Peninsula in Antarctica. Peter had a delicious Cockney accent, and when the Doc gave him a description of the "Del Mar," with its air-conditioning, its swimming pool, fine foods,



Member Harry J. Maclaren 1111-SGP (left) and Doctor Herman "Doc" Hawkins with amateur station (MM) in Purser's Office aboard the S.S. DEL MAR/KFVZ circa 1957. Jocko called the Del Mar "home" for over 16 years.

Turn to Page 15 Please

sunshine and sun-bathing, all poor Peter could offer in reply was to say, ". . . me an' me mytes 'ave been 'oiled up down 'ere in the snow for abaht two months now, Doc. But never sye die, I syes. We 'ope our relief blokes arrive on time. They're due down 'ere in abaht another month. We just 'ad a bit of a snowfall 'ere, Doc, not much, mind you, abaht twenty inches up to now, I'd sye . . ." We dated Peter for the next day but received no answer to our calls.

One day we decided to do something about our antenna as the coax cable feedline and microphone lead were heating up on transmissions, a sure sign of a wallowing standing-wave current. We cut ourselves a flattop of 11 feet this time, about a quarter-wave for 21 megacycles, and theoretically correct if our antenna was a Marconi. As before, we soldered the inner conductor to the end of the flattop, but this time we also soldered the coax's braid to a grounded supporting wire (Doc's suggestion) -- this joint being made only a few inches from the flattop coax connection. This succeeded in stopping the overheating of our feedline coax, and since that day we have used this 11-foot sky-wire on 21 and 28 megacycles with some astonishingly good results. As an example, when the "Del Mar" was 500 miles north of Rio de Janeiro, within 45 minutes I worked CW code with W30GU/3, UB5KBA, VE2RE, ZB1AJX, ZD1DR, IT1AI, all who gave me a report of S6 to S9 on my signals. An hour before, the Doc, on 28 megacycle 'phone, had worked W30NP, K2DYA, W8HOY, CN8FT, all who gave a report of S7 to S9. In fact, with the exception of Asia, where we have had only two contacts, one to Japan (CW) JA1ACB, and one to Singapore (CW) VS1GX, our humble 11-foot of sky-wire has taken us about all over the globe. It must be remembered that a ship at sea creates the almost perfect radio ground, which will make the most humbly-born antenna act like a thoroughbred.

Another startling phenomina took place on board the good ship "Del Mar" as a result of KØDLC/MM being born. This was the sudden enthusiastic interest in "how to become a ham." It seemed, for a time, that the Doc and I would in self-defense have to open an ocean-going Radio School and charge sea-prices (that is, 200% higher!) for tuition at regular hours of study, or go nuts! It simmered down, however, when the uninitiated found out they must learn the dot-and-dash code and pass an examination at the Federal Communications Commission before they may operate an Amateur Radio station. We still have three more persistent candidates, however, and there has been a frantic demand for radio catalogues, radio textbooks, code keys, buzzers, etc., and long complicated discussions of Collins, Hallicrafters, Hammarlunds, National, amps, watts, and antennas.

This enthusiasm reached an ecstatic climax when one afternoon we contacted W5HR, Paul Rabito, of New Orleans, who is equipped with what amateurs call a 'Phone Patch, a gadget enabling the transfer of radio-telephone voice from the air to the ordinary house telephone line. New Orleans was, of course, the "Del Mar's" home port. In the inexplicable and mysterious of shipboard life, within two minutes flat, all hands (we have a crew of 128 officers and men) somehow knew that the Doc was in contact with and "talking to" New Orleans. Well, the queue lined up outside and inside Bill's room, KØDLC/MM passed the house 'phone numbers and W5HR "patched" them through one after the other to the various crew members' homes. The veteran amateur radio of Doc and Paul handled the excited confusion of calls and voices like professional 'phone men. Even the "Del Mar's" taciturn skipper, Capt. Ivan Williams, came along and spoke to his XYL in New Orleans.

The confusion I mentioned above was probably the understatement of the year. It refers to the reaction of people ashore who answer their telephone, hear a strange voice talking about amateur radio operation and asking them if they would like to speak to a wife, a husband, or brother, etc., whom they know to be thousands of miles away on a ship at sea. The first suspicious reaction of those who have not experienced this surprise before is aptly described by the expression: "Who d'you think you're kidding, Mister?"

Here is a typical imaginary Maritime Mobile ship-to-shore 'phone contact via 'phone-patch into a merchant seaman's home -- we will call him Brown. The 'phone-patch amateur operator dials the city telephone number given to him from the ship: "Is this Mrs. Joseph Brown?" he asks.

"Yes, speaking."

"Mrs. Brown, I'm an amateur radio operator, and . . ."



S.S. DEL MAR / Kfvz

The SS DEL MAR, DEL NORTE & DEL SUD (all 10,073 tons) were operated by the Delta S.S. Line from New Orleans and Houston to Buenos-Aires via Bahia, Rio de Janerio, Santos, Montevideo and Curacao. All very beautiful ships with fine appointments.

"You're a what?"

"An amateur radio operator, and . . ."

"O."

"-- and I have your husband waiting to speak to you via . . ."

"Say, what is this, Mister? My husband is -- well, he's a couple of thousand miles out at sea right now. Who are you, anyway?"

"Wait, Mrs. Brown, you don't understand. Your husband is not here with me, he's on his ship and . . ."

"He'd better be! So what about it, Mister?"

"Like I said, he's waiting to speak to you via amateur shortwave radio from his ship. When I put him on, let him finish speaking before you answer as he can't hear you while he's speaking. Okay, Mrs. Brown?"

"You mean I'm going to speak to Joe?"

"That's right. Joe is waiting now for me to put him through to you."

"Mister, this is the screwiest setup I ever heard of. But go ahead, I'm listening."

"Okay, stand by a minute. K9ZZZ Maritime Mobile, this is K6ZZZ. Go ahead, Joe, your wife is listening for you."

"Hello, Mary. Can you hear me? You can't answer now. I'll say "over" when you get to speak. Got it? Wait until I say "over," then talk. How're you feeling? I'm okay. We're just off Capetown and right on schedule. How's the kids? Over."

Silence. 'Phone-patch ham: "Go ahead, Mrs. Brown, he's waiting for your reply."

"O. Well, if this isn't, the -- Hi, Joe! This is the screwiest thing! But listen, Hon, I know my old man's voice when I hear it! I'm okay, Hon. Billy has a cold but it's getting better now. We sure miss you. Say, Joe, this is wonderful! Listen, Hon, this guy calls me and says he's got you waiting to talk to me and I think, now just listen to this goofball, will you? I says listen, Mister . . ."

On the morning of November 10th, I ambled into Bill's room after our morning coffee break and found Doc at the mike calling "CQ 10, CQ 10." The 10-meter band did not appear to be so lively. I watched as the Doc tuned around, but we heard no answering call. The ship was about 300 miles south of Recife, Brazil, and bound for New Orleans via Curacao. "It's pretty dead this morning, Jock," said the Doc.

"Sounds like it," I said. "Maybe we are in a . . ."

The door slammed open and in came the excited face of Bob Dobson, our Second Officer, one of our more enthusiastic would-be amateurs. "Hey! are you fellers sleeping? Guam's calling you, Doc! Guam! I heard him on my set just now! Guam!" The door shut and he was gone.

Startled, the Doc tuned again and about 10 kilocycles below his last "CQ" call's frequency, we heard: "Maritime Mobile KØDLC, this is Guam calling, KG6AGO, on the island of Guam. KØDLC Maritime Mobile this is KG6AGO listening for you."

We talked with Bill at KG6AGO from 1105 am local time. The Doc passed the mike around and we said our piece to him. This was a solid contact and we all got a thrill out of it. Dobson didn't get over it for a week! Truly, our 11-foot piece of antenna wire was proving itself to be more than a mere honest woman -- she was a Lady!

Another rib-tickling titbit came through our loudspeaker when we contacted a 'phone-patch for Bill Sistrunk in Jacksonville, Fla., and he wanted to say hello to some ex-Delta Line passengers. Their colored maid answered the house telephone. We heard the 'phone-patch operator give the usual explanatory introduction re amateur radio, etc., then he asked: "Do you follow me okay?"

"Yes, Suh," her voice answered doubtfully. "I follows you alright, but I sure don't understand you."

Then came the day when "ham" tragedy struck. On November 19th about 7.50 p.m. I was busily working the dot-and-dash CW with VE3RDS Wilfred, up in Fergus, Ontario, when came a sudden thump from inside the 32V2 transmitter and all plate current disappeared. The "Del Mar" was a QRT corpse -- I bet VE3RDS wondered what happened to me. Both the Doc and I took a look-see into the 32V2's interior and performed the usual testing of tubes, circuit continuity, etc., without finding any of the more simple troubles. The 32V2's are dandy transmitters but they are a serviceman's nightmare to anyone unfamiliar with their compact and crowded intestines! However, as we were to arrive in New Orleans in two more days the Doc decided to send his transmitter to the Collins Radio people for servicing. This was, perhaps, the lazy-man's solution, but, if you have experienced the expectant, nervous tension on board a ship approaching her home port at the end of a voyage, you will know only too well that to spend one's time calmly investigating a faulty piece of radio equipment is the last thing in the world one feels like doing! This hovering expectancy, nervousness, excitement, call it what you will, which filters throughout a ship when nearing port, especially a home port, is an infectious and happy disease known to seamen the world over as Channel Fever. Even the ship itself seems to chuckle and rock-an'-roll a little dizzier than usual over the waves. Whatever your age or temperament may be, you will never, never, escape the insidious and giddy bacteria of Channel Fever.

Of course, I felt very guilty about the Doc's transmitter going "dead" while I was operating it, but we both know well enough that these things just happen in Radio and will happen regardless of who may be at the controls. In New Orleans I helped Doc to load the 32V2 into his much-cherished Volkswagon, in which he whizzes like a bullit all over the U.S.A., and waved him off on his way to Memphis. The "Del Mar" would not

Continued on Page 26

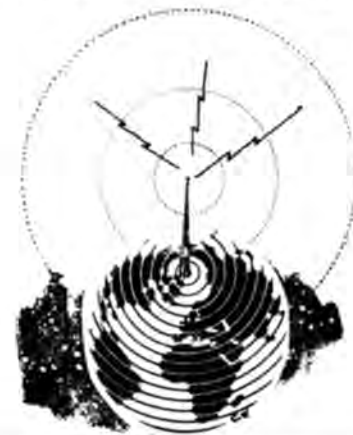


BOOK
OF THE "WIRELESS PIONEER"

- Chapter Directory -



The 'Get-to-gether' Society



Chapter Directory

CHAPTER DIRECTORY LEGEND (ABBREVIATION OF OFFICES)

D	Chapter Director	CHOP	Chief Operator/Chap.
AD	Assistant Chapter Director	H	Chapter Historian
S	Chapter Secretary	C	Chapter Curator
T	Chapter Treasurer	M	Membership Chairman
S/T	Secretary-Treasurer	E	Editor, Chapter N.L.
PC	Program Chairman	AR	Area Representative.

GOLDEN GATE - 1

(Northern California, Western Nevada)

FRED B. MANGELSDORF (D-S/T) W6ZK

44 Temelec Circle, Sonoma, CA95476. 707/996-1829

DOCTOR LEE de FOREST - III

(L.A. Area South to Dana Point, East to Las Vegas, NV and North to Santa Maria, Fresno and Bishop)

CHARLES D. MORRISON (D-S/T) W6VI

2034 Del Rosa Drive, Los Angeles, CA 90041

Phone: 213/256-0842.

STAR OF INDIA CHAPTER - IV

(San Diego County - North to Dana Point and North on 395 to Riverside, East to Yuma)

BRANDON WENTWORTH (D) K6UJ 460 Oak Street, Laguna Beach, CA 92651. Tel: 714/497-1437.

Ernest F. Wilmshurst (Sec) W6KHA. (Fallbrook)

Marlo G. "AB" Abernathy - (Treas) (San Diego) W6ABD

NOTE: Bulletin for Chapter meeting scheduled April 20th lists following candidates for coming two years:

M.G. Abernathy - Director

Raymond B. Walling - Secretary

PACIFIC NORTHWEST (JACK BINNS) CHAPTER V

(Idaho, Montana, Oregon, Washn. Alaska)

KENNETH R. SULLIVAN (D) W7AGV

11512 - 20th Ave. SW., Seattle WA 98146. 206/242-3005

THERON C. VAN PATTEN - SEC/TRES.

4849 Beach Drive, Seattle, WA 98116. T: 206/321-4151

George A. Onsum (M) W7IC & K7IC - 6418 Admiralty Way Freeland, WA 98248. T: 206/321-4151

Tom A. Jobs - W7TU - CHOP

Dr. Erskine H. Burton - Historian

Warren L. Green (C) W7JY

John A. Peel (AR-Oregon) W7LT 4516 Adams St. Milwaukie Oregon. T: 503-654-2712.

Note: Meeting scheduled for April 8th may change some of officers listed - they will be furnished in the next Journal.

GUGIELMO MARCHESE MARCONI CHAPTER - VI

(Western Canada, Alberta, YT, BC)

ARTHUR W. FILTNESS (D) VE7WZ. #1-1093 Nicola Street Vancouver, BC V6G 2E3. T: 604/683-2275

William P. "Bill" Corson (S/T) VE7PC 1011 8th Ave., New Westminster, BC V3M 2R5; T: 604/526-600

(Note Many members in Washington and British Columbia hold dual memberships in Chapters V and VI which is encouraged).

THOMAS A. EDISON CHAPTER VII

(Florida & S.E. USA)

WILLIAM C. "Bill" WILLMOT (D- Acting) K4TF

1630 Venus St., Merritt Island, FL 32952. T: 305/452-2090

WILLIAM E. ALEXANDER (S) W4GXL

118 North 15th St. Fernandia Beach, FL 32034

TEXAS-GULF COAST (R.E. "ARMY" ARMSTRONG CHAPTER VIII

GEORGE W. AHERNS (D-ACTING) W5JN.

3216 Townsend Drive, Dallas TX 75229. T: 214/352-4797

Edmund Serur (T) 1623 Sequoia Dr. Tyler, TX 75701. W5CNO

(Due to eyesight problems, Director Aherns would appreciate assistance and volunteers to help in reorganizing the chapter into a 'going' unit).

ARIZONA - SOUTHWEST CHAPTER IX

JOSEPH A. FALBO - (D) 3875 North Country Club, #205 Tucson, AZ 85716. T: 602/793-7482.

REYNOLD T. "Ray" WARNER (S/T) K7JU & W7JU P.O. Box 396, Riviera, AZ 86442

CAPITAL AREA CHAPTER - X

(Within several hundred miles of Washington D. C.)

ALLEN BARNABEI (D) 200 East Wayne Ave., Silver Springs, MD 20901. T:301/585-3708

JOHN H. SWAFFORD (S) W4HU. 2025 N. Kensington St., Arlington, VA 22205. T: 703/536-9537

EMERSON H. MEHLING (T)

JOHN H. ELROD (CHOP) W3NVD

(NOTE: Some change anticipated at May 5th business meeting)

ELMO N. PICKERILL - CHAPTER XI

(Within several hundred miles of New York City)

MILTON SCHWARTZ - (D) W2SF 166-36 24th Road, Flushing NY 11357. T: 212/352-7595.

GRANT NONNAMAKER (S) K2QXQ 211 Ward Ave., Audubon NJ 08106.

MASTEN, DONALD B. SR. (T) W2LEL. McIntosh Place Apt. 103. Newburgh NY 12550. T: 914/565-2693.

CANADIAN-GREAT LAKES (NORTH SHORE) CHAPTER XV

(Ontario, Quebec, N.B.)

KENNETH J. TAYLOR (D) VE3CHN. 86 Guelph, Ontario, N1E 3X8. T: 519/823-1020.

IZZ KANDEL (PROTEM) (S/T) VE3HEH. 94 Neptune Drive. Apt. #3, Toronto, Ont. Canada M6A 1X4. T: 416/782-4878

(Mr. Ray Weigand resigned due to health problems)

GONZALES - VANCOUVER ISLAND CHAPTER - XVI

(Vancouver Island, B. C. Those visiting the Island are invited to attend by contacting Chapter members)

LEONARD A. "LEN" POLACK (D) VE7ZH - 3111 Wood Park Drive, Victoria, BC V9C 1P2. 604/478-2180

DAVID A. SMITH (S/T) VE7DBJ - 1418 Newport Ave. Apt. 10 Victoria, BC V8S 5E9 T:604/598-2157

ENGLAND & BRITISH ISLS.

JOHN A. EDWARDS (D) (S/T) G4BVA, 81 Hunter Ave., Shenfield (Near Brentwood) Essex, England CM15 8PF

NORTHWEST EUROPE

Cornelis "Cor" Glerum (D) PAØGL. Nieuive Kerkplein 29 Schore 36 (Zeeland) Netherlands 3616

EDELWEISS CHAPTER (SWITZERLAND)

ERIC WALTER (D) Bucklerstr. 20 8181 Hori, Switzerland

SOUTHERN CROSS (AUSTRALIA/NEW ZEALAND)

Frank A. Carey (D) VK2AMI 142 Seville St. Fairfield NSW 2165 Australia. T: 7261038

Wm J. O'Brien (AR) 45 Murray St. Pyrmont, NSW, 2009 Australia. T: 560-6144.

NEW CHAPTERS

We need volunteers to organize chapters in the following areas:

XIV - INLAND SEAS*

XIII - NORTH STAR CHAPTER

II - YANKEE CLIPPER

XII - ROCKY MOUNTAIN

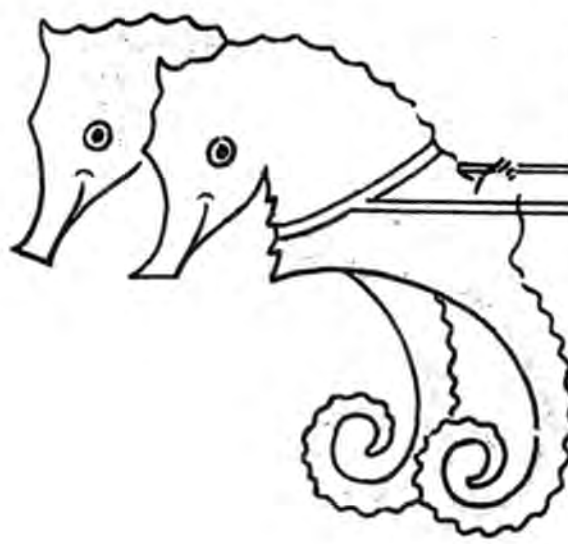
XVII HAWAII

(* Member Paul M. Stevenson, has volunteered to try and launch the "INLAND SEAS" Chapter. QTH: 1336 Hickory Street, Waukegan, IL 60085. WB9AUD.

IF you would like a 'piece of the action' drop us a line. We will be only too happy to assist in every way possible to launch chapters in these new areas.



Like **MEMBERSHIP...**
It doesn't COST: It PAYS!



Coming Events

APRIL 20 1978

CHAPTER IV - STAR OF INDIA

Reunion this year will be on a THURSDAY - a day found to be the best for auto traffic in the San Diego area. The "Star of India" is anchored (moored) to the quay at the foot of Ash Street in the down town section. There is a small fee for boarding the old sailing ship which made history in the Cannery trade and northern seas in the early days. Capt. Bowman has invited Chapter Director Brandy Wentworth to bring his mates and ships crew aboard for another reunion on the 'Orlop deck'. Bring your own brown-bag lunch is order of the day. The ship's crew will furnish the Java Celebration of the Society's 10th anniversary will be 'order of the day'. You will enjoy an 'eye ball' QSO with old friends and shipmates.

APRIL 21 1978

CHAPTER XI - ELMO PICKERILL

Director Milt Schwartz W2SF sends greetings to all members and invites all to attend a meeting of the Chapter for a Spring Anniversary luncheon honoring the 10th year of SOWP at Landwehr's Restaurant near Trenton NJ. The meeting spot is located on "RIVER ROAD" (Route 29) West Trenton NJ. Suggest arrival by 11:30A. Lunch about 1PM. Tab \$6.50. It is the restaurant be furnished a head-count to let Milt or Grant Nonomaker K2QGV (Sec. & Treas) know if you can make it.

MAY 6 1978

CHAPTER X - CAPITAL AREA

Director Allen Barnabei has set May 6th as a tentative date for the next CAPITAL AREA CHAPTER MEETING. It has not been confirmed as yet. However, keep this date open. These have all been Special affairs and this will be no exception.

MAY 27 1978

CHAPTER I - GOLDEN GATE

Change in locale is in store for Golden Gate Chapter members. The new meeting place to celebrate the 10th anniversary of the Society will be at THE "EL RANCHO" RESTAURANT located at 1100 EL CAMINO REAL, MILBRAE, CA. One of the important reasons for the change from the Villa is that the EL RANCHO will provide a larger meeting room than the Villa has to offer. Also, it seems to be in a more central location and one of greater convenience to Chapter members.

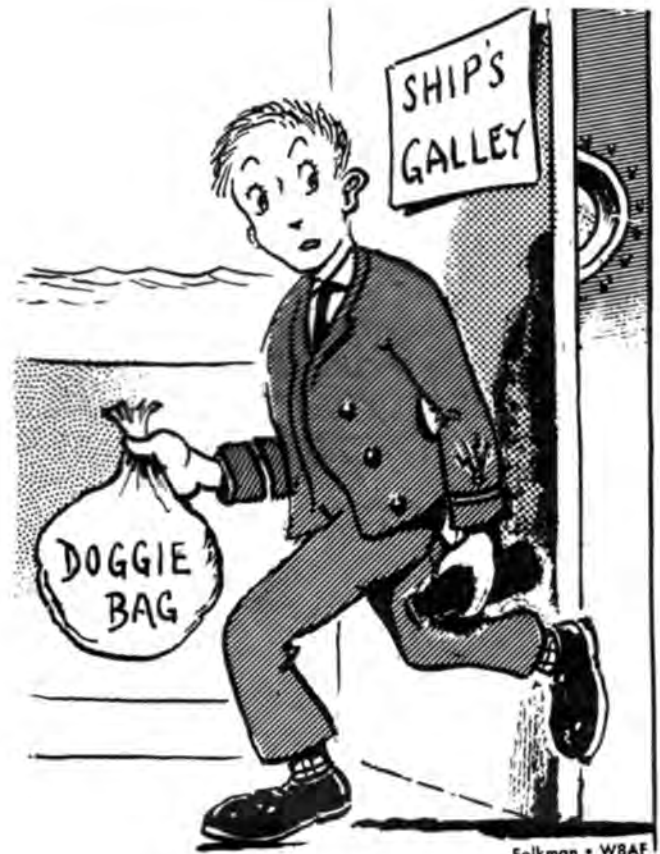
Director Fred Mangelsdorf has indicated that a very enjoyable program is in store for our members. The meeting is scheduled from 11:30A to about 3PM with lunch at 12:30. The tab will be \$5.00 T&T included. Entree: Stuffed Capon Leg with wild rice, Veg. Soup or salad, drink, etc.

A bulletin will be issued by Fred shortly with details. Head count (reservations) necessary and of course out of chapter members are invited to attend. Be sure and delete earlier meeting date that had tentatively been scheduled at the Villa Chartier on May 13th.

LATE FLASH: We have just received word as we go to press from Director Charles Morrison (2034 Del Rosa Dr. LA, CA 90041 - W6VI - 213/256-0842) that the de FOREST CHAPTER III has scheduled a special anniversary reunion of its members to be held aboard the SS Princess Louise, moored dockside in San Pedro for MAY 27 1978 (Sat.) Tab is \$6.00 and worth it. Ladies, guests and visiting members are invited to attend. Be sure to attend. You will enjoy it. Reservations should be sent to Charlie as soon as possible for 'head-count' requested by ship.

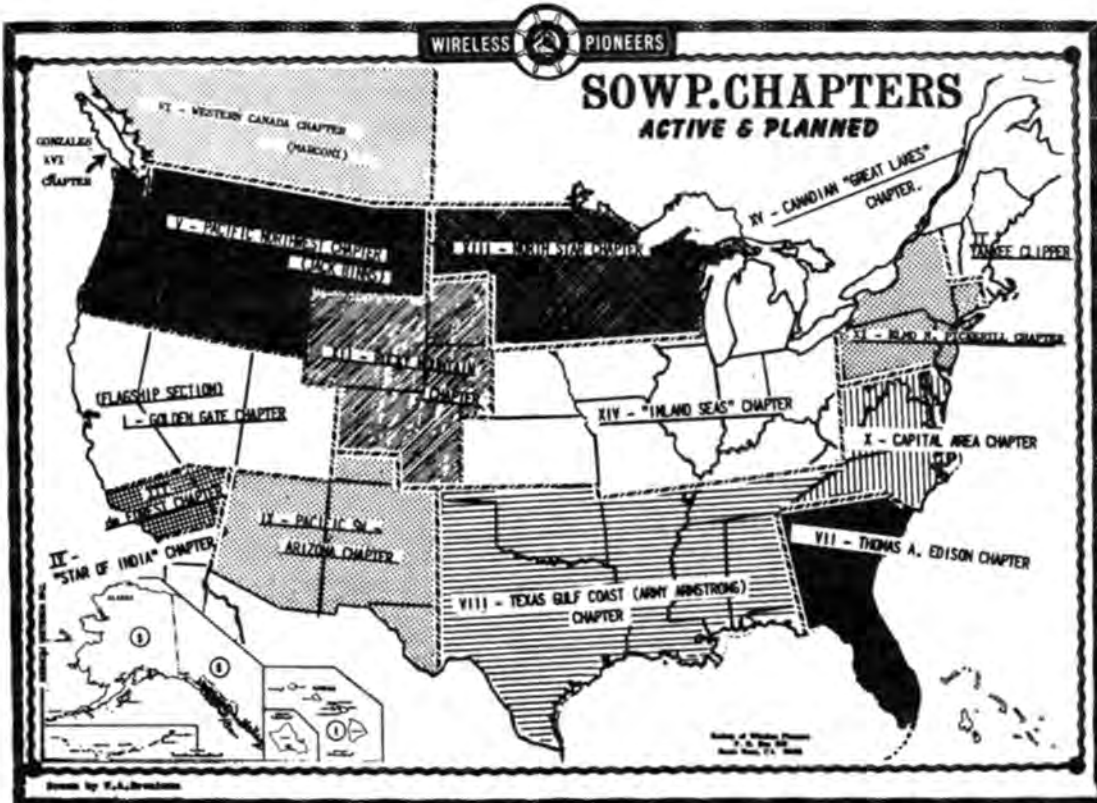


"I FORGOT TO TURN THE WIRELESS OFF!"

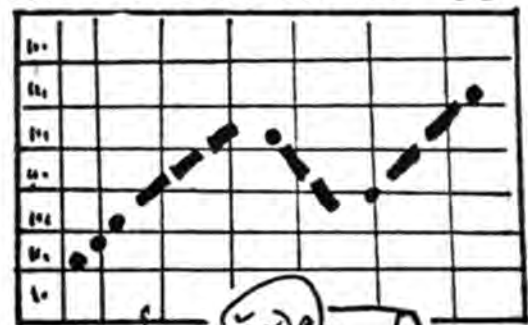


Folkman • WBAF

GOTTA HAVE SOMETHING TO CHEW ON DURING MY "DOG WATCH"



see TELEGRAPHIC KEY CO.



Demchak

★ DON'T JUST SIT THERE. WRITE AN OLD "BUDDY" - TODAY!

SOWP NETS & SCHEDULES



Oscar T. Harrison CHOP

Changes . . . Amateur Calls

CHANGES IN CALL LETTERS REPORTED BY MBRS.

MEMBER	QTH	NEW CALL	DELETE
BERNADYN, WALTER P.	MAHWAH, NJ	W2FP	W2FPM
FORSYTH, RUSSELL K.	ROCKLEDGE, FLA.	K4YS	WA4GYE
PURNELL, DAN	SAN PABLO, CA	N6FT	WH6VGF
STOCKING, OTIS W. JR.	ATLANTA, GA.	AA4CY	K4IEZ
JOHNSON, GILBERT W.	W. WINNETKA, IL	N9DZ	N9DI
COCHRANE, MELVIN R.	MIAMI SPRINGS, FL	W4OUJ	WA4BCP
BROWN, JOHN W.	FAIR OAKS, CA	N6JO	W6NXZ
WHITEHEAD, HERBERT L.	NARRAGANSETT, RI.	W1ICE	W2RFR
SHAW, HARRY H.	BOLINAS, CA	N6CG	W6AWG
ZELICH, CARL S.	MERRITT ISLAND, FL	AA4MI	W4OBR
HILL, JOHN C.	PACIFIC GROVE, CA	W6IFQ	WN6IFQ
ARMSTRONG, JOHN J.	DAYTONA, FL	W4PKZ	W3FXR
MOODY, DONALD G.	LA MESA, CA	W6WHQ (CQN)	
AZOY, GEOFFREY W.	LITTLE SILVER, NJ.	W2XZ	K2GTZ
PREPEJCHAL, GEORGE J.	BROOKFIELD, IL	W9SN	W9MNL
DESLAURIERS, FRANCOIS	SEPT-ISLES, QUEBEC	VE2YD	VE2APK
NIELSEN, WILLIAM B.	GEORGETOWN, TX.	W5DD	W7UR
BROOKS, HARRY ARTHUR JR	HARWICH, MA	N1PG	W110H
BILLS, ROSE ELLEN	PENNSVILLE, NJ	N2RE	WA2FGS
O'CONNOR, WM. J.	RUTHERFORD, NJ.	WB2MID	

Congratulations

10 CANDLES
on our cake



NO	NET(CW)	AREA COVERED	SOWP NETS & SCHEDULES. DAY OF WEEK	TZ	LOCAL	GMT	FCY	CHOP	ANCS
1.	PICKERILL	ME MA CT NY NJ PA OH	MON	E	0900	1400	3670	W3FYD Jack. W2ZI Ed	
	DO	DO	TUE THU	E	1900	2400	3670	DO	DO
2.	EDISON	FL GA SC ALA TN	SUN	E	1400	1900	7053/7063	W4TF Bill	
3.	PAC COAST	CA AZ NV OR WA BC	THU	P	2000	0400	3555		
			FRI	P	1530	2330	7084	W6KHA Ernie	
4.	TRANSCON	US CAN HOLLAND	THU	C	1000	1600	14125	W5QKU Oscar 14097 W6IC George	
	TRANSCON 2		TUE	C	1000	1600	14125	W5QKU Oscar. 14097 K4NP Vic	
5.	YANKEE EASTERN	ME NH VT MA	SAT	E	1000	1500	7040	W10IU Bus K2IC Earl.	
6.	CAPITOL AREA	D.C. DE MD	WED 1 & 3	E	2030	0430	3550	W3NVD John/	
7.	JACK BINNS	PAC NW BC ETC	TUE	P	2000	0400	3555	W7LQ Ray W7AVP Stan	
8.	AVOCADO	S. CALIF	DAILY	P	0830	1630	7084	W6KHA Ernie W6YD Ray	
	DO	DO	DO	P	1500	2300	7084	W6KHA Ernie W7YD Ray	
9	Transpac	WC HI AUSTRALIA	FRI	P	0500	1300	14010	K6UJ Brandy W6TH Elmer	
10.	TRANSATLANTIC	US CAN HOLLAND	SUN			1100	3550	PAØGL COR	
11.	GREAT LAKES/INLAND SEAS NET		MON	C	1900	0100	7065	WB9AUD	
	(New Net Starting 20 March 1978)			C	1930	0200	3565	Do. "STEVE"	

SSB PHONE NETS	MEMBER	QTH	NEW CALL	DELETE
A.	Happy Hour	So Cal		
	DO	DO		
B	Golden Gate Happy Hour			
C.	Pickerill	ME MA CT NY NJ PA OH		
	DO	DO		
D.	FOGGY BOTTOM	DC AREA		
E.	WESCAN	FM		
F.	GONZALES	SSB?CW NET		
Spl.	OOTC	USA (CW)		

QST

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RETURN COUPON

American Radio Relay League,
Hartford, Conn.

Enclosed find \$1. please enter my trial subscription to QST for 7 months.

Name _____

Address _____

(Continued on Page 19)

Demchuck

I'M GETTING SICK AND TIRED OF ALL THIS GARBAGE ON THE WIRELESS LATELY.

AMATEUR CALL CHANGES

CHANGE OF CALL

FERRANTO, FELIX L. 2363-P
175 Walker Way, Vista, CA 92083
NEW CALL.....N6IE
DELETE OLD.....K6ZB

KUDIAN, HENRY 341-V
38-60 N.W. 110th Ave., Coral Springs, F
33065
NEW CALL.....W4OSP
DELETE OLD.....W2UHM

ALMQUIST, CARL O. 365-SGP
35 Timber Lane, Northport, L.I. NY11768
NEW CALL.....K2JN
DELETE OLD.....WB2WDF

EDDY, JONATHAN 1341-SGP
P.O. Box 24, Dickinson Ctr. NY 12930
NEW CALL.....K2JE
DELETE OLD.....K2JR

LINDSEY, WILLIAM F. 510-P
3516 N.W. 39th St., Ft. Lauderdale, FL
33309
NEW CALL.....N4FL
DELETE OLD.....K4MV

GASKILL, WILLIAM W. 158-P
202 Anglers Dr., Palm Bay, FL 32905
NEW CALL.....N4NF
DELETE OLD.....K4CV

LEECH, ROBERT B. 2297-P
233 Cascade, Pine Lakes, Iron Springs
Rd. Prescott, AZ 86301
NEW CALL.....W7LSO
DELETE OLD.....K1ZU

HERMANSON, FLOYD A. 572-P
8031 Pine Tree Lane, Lake Clarke Shore
FL 33406
NEW CALL.....W4NFI
DELETE OLD.....W2DFS

SANBORN, JOHN E. TA-36
RR-1, Box 132, Depot St. Dennisport, M
(Summer) 912 Tumblinking Rd. Fort
Pierce, FL 33450-Winter
NEW CALL.....W1YZ
DELETE OLD.....W1YZ

OSTROWSKI, RICHARD J. 1965-M
33 Ravine Dr., Hawthorne, NJ 07507
NEW CALL.....N2NA
DELETE OLD.....K2QDN

WATTS, LOWELL A. 1483-P
5102 Galley Rd. SP-108-A, Colorado
Springs, CO 80915
NEW CALL.....WB0WOD
DELETE OLD.....WA1USP

COTTERELL, EIMARD A. JR. 1964-V
590 Andrews St., Livermore, CA 94550
NEW CALL.....WD6ATD
DELETE OLD.....WA20WQ

GUNDERSON, LINDA (Pettit) TA-35
20 Central Ave., Old Bridge, NJ 08857
NEW CALL.....K2LY
DELETE OLD.....W2LY

BEACH, JOHN B. 2279-V
2630 North French Rd. East Amherst, NY
NEW CALL.....W2LN
DELETE OLD.....W2LOH

CHANGE OF CALL
WIECHMANN, ELMER F. 2620V
(Still on LOST LIST)
NEW CALL.....N6IJ
DELETE OLD.....WB6CCZ

YOUELL, FRANCIS A. 2509-V
Rt. 2 Box 45-B
Stevensville, MD 21666
NEW CALL.....WA3WAN
DELETE OLD.....WD4AYE

FARRANCE, JACK 1591-V
11024 Powder Horn Dr.
Potomac, MD 20854
NEW CALL.....N3BZ
DELETE OLD.....W3EIM

JOHNSON, KENTON A. 2308-P
20554 Hartland St. #6
Canoga Park, CA 91306
DELETE CALL.....N6KJ
RETAIN CALL.....W6NKE

DELETE CALL
ELLISON, LLOYD M. 1518-V
804 North Sterling Blvd,
Sterling, VA 22170
DELETE CALL W3DNE
No Amateur at present

CORRECTION OF CALLS
BRAUN, HARRY B. TA-76
175 South Main St.
Dolgeville, NY 13329
AMATEUR: K2IV

GROFF, ARTHUR D. 1452-P
1862 Winchester Rd. N., St. Petersburg,
FL 33710
NEW CALL.....WA4HNZ
DELETE OLD.....WN4HNZ

PAILL, STEPHEN 1453-V
2302 Westmoreland St., Falls Church,
VA 22046
NEW CALL.....N4SP
DELETE OLD.....W4KRG

GRIFFEE, FRED M. 1553-V
8809 Stark Rd., Annandale, VA 22003
NEW CALL.....N4FG
DELETE OLD.....W4IYB

MITCHELL, JOSEPH H. 1525-SGP
P.O. Box 5555, Sun Center, FL 33570
NEW CALL.....N4NP
DELETE OLD.....W4NPJ

COATES, FRED E. 960-P
Fazenda Nazareth
Soure, Ilha Marajo, Para 68870 Brazil
NEW CALL.....K4LC
DELETE OLD.....K4RQE
DELETE OLD.....WA6ICU

WEST, JUDSON BYARD 1583-V
6 Lighthouse Ave., St. Augustine, FL
32084
NEW CALL.....W4GI
DELETE OLD.....W4UHC

ADAMS, EARL H. 1952-P
4623 Hanging Moss Rd., Jackson, MS
39206
NEW CALL.....W5VPO
DELETE OLD.....WB5INW

STEGER, JAMES H. 525-V
920 King James Way, El Dorado Hills,
CA 95630
NEW CALL.....N6JS
DELETE OLD.....W6AJN

DAVIES, DAVID T. 822-SGP
244 Delphinium St. Encinitas, CA 92027
NEW CALL.....W6XE
DELETE OLD.....K6CIO

JOHNSON, ONEY A. 75-SGP
P.O. Box 42, Forestville, CA 95436
NEW CALL.....WA6DLC
DELETE OLD.....WN6DLC

WOOD, GEORGE D. 607-SGP
1611 Anza Ave., Vista, CA 92083
NEW CALL.....WA6DNT
DELETE OLD.....W6GRT

HUBBARD, IRVIN W. 164-SSGP
69 Shirle Lane, Oceanside, CA 92054
NEW CALL.....WB6JNJ
DELETE OLD.....WN6JNJ

HOOPER, RUDY E. 876-M
5763 Katherine St., Simi Valley, CA
93063
NEW CALL.....N6PK
DELETE OLD.....WA6KYP

PENKALA, JAMES 1996-M
C/O Fletcher Hospital, Fletcher, NC
28732
NEW CALL.....WD4IPR
DELETE OLD.....W4GKY

ROBERTS, ESTILL G. JR. 1022-P
5012 McCormick Ave., Greenwell Springs
LA 70739
NEW CALL.....K5XA
DELETE OLD.....WB5ONR

GEYER, JOHN H. LCDR 2221-SGP
1056 Bobolink Dr., Virginia Beach, VA
23451. Phone: 804/428-6599
NEW CALL.....N4IW
DELETE OLD.....W1DH

PHIELPS, THEODORE K. 881-P
6289 Olde Orchard Dr., Columbus, OH
43213 Phone: 614/866-6289
NEW CALL.....W8TP
DELETE OLD.....W9MV

SWAIM, FRANK L. 1291-P
12113 North Woody Creek Rd., Parker,
CO 80134 (Old Qth: 12113 North Woody Cr
NEW CALL.....WB9PPE
DELETE OLD.....WN9PPE

DELETE CALLS
ALVERSON, JAMES G. 2459-SGP
506 E. Fairview Ave., San Gabriel, CA
DELETE CALL.....W6KYI

HOKE, VERGNE L. 88-SGP
346 Wilson St., Petaluma, CA 94952
DELETE CALL.....K6HS

HIGUERA, WILLIAM J. 718-V
84567 - 7th St., Trona, CA 93562
DELETE CALL.....WN6IQL

CHANGE OF CALL
HARVEY, LAURENCE A. 1609-P
P.O. Box 287, Ocotillo, CA 92259
NEW CALL.....N6LY
DELETE OLD.....K6PY

WHY CW ?

This is the provocative title used by Doug Stivison, WA1KWJ who authored an article of great interest in the February 1978 issue of HAM RADIO HORIZONS Magazine starting on Page 42. It is very interesting, covering the traditions of early day wireless, with a special mention of "The Old Timer" and "Sparks" and he even high-lighted the use of CW with the amateurs as a mode of communications around the globe. He concludes his article by a brief summary of the appeal of CW and why he likes it as simply ... "The fun of it".

Doug WA1KWJ gives the Society of Wireless Pioneers a mention which is appreciated.

It might be mentioned that HRII features ... "Those QSL cards" in this issue, covering the subject in greater depth than we have ever seen previously. Thanks to member Johnny Sandison who M/Cs the "Morning Mayor" program on Canadian IE 620 CK up in Regina, Sask. You can catch him weekdays 6-9AM if within range.

A special "Kudo" to Jim Fisk, WHIR, Editor in Chief of Ham Rdo Horizons for such an interesting issue

QSL CARDS - CHANGE IN DESIGN

We have received a number of requests from members who would like CALL LETTERS printed in larger type. To accommodate this, we have made a slight modification to the face of our QSL card which will allow printing up to 60 Point BOLD FACE. We will do this by decreasing the size of "Life Member" Society of Wireless Pioneers in the top panel (above the red box "Professional, etc" placing it right above and leaving the entire space for call letters. This will also provide more space in bottom left panel for name, address etc. Or for that matter if entire bottom is used as one panel, as is some times the case. There will be a small change on the imprinting on back side, mostly to give more space on line 4, " atGMT: onmlz.

We have been sorry for some DLA in filling QSL orders as our printer has been swamped, however he has assured that lead time should now be not over 10 days.

CHANGE OF CALL

LINDSAY, WILLIAM H. 1649-V
P.O. Box 18, Mazama, WA 98833
NEW CALL.....W7LJS
DELETE OLD.....W5STQ

SNIDER, EVERETT B. 1425-V
300 Abbot, Richland, WA 99352
NEW CALL.....W7DO
DELETE OLD.....K7DO

FLAGLER, ROBERT H. LCDR 1986-SGP
24605 - 59th N.E., Arlington, WA 98223
NEW CALL.....N7ZA
DELETE OLD.....W7ABF

LAYTON, JOHN E. 2291-P
10525 - 11th N.E., Seattle, WA 98125
NEW CALL.....W7XM
DELETE OLD.....W7GPS

STEVENSON, CLARENCE H. 509-P
25210 52nd Ave. East, Graham, WA 98338
NEW CALL.....N7AN
DELETE OLD.....W7HMS

CURTIS, ROY A. 828-V
5118 North 24th Ave., Phoenix, AZ 85015
NEW CALL.....K7RC
DELETE OLD.....K7JQL

MOSER, RICHARD J. 2397-V
Pine Drive, Dalton OH 44618
NEW CALL.....W8XM
DELETE OLD.....W8OPH

HUDOLPH, GLEN A. 2314-V
36 West Shore Dr., S.W., Tacoma, WA
98498
NEW CALL.....W7FK
DELETE OLD.....W71YQ

ADAMS, JAMES T. 1363-P
817 Soton Rd., Columbia, SC 29210
NEW CALL.....WB9HVL
DELETE OLD.....WB9CWP

NATLACK, BENFORD M. TA-12
13455 First St. E, Madeira Beach FL33708
NEW CALL.....W3CFC
DELETE OLD.....W3JFX



Wm.C. Willmot

THANKS to "Bill" Willmot for again making arrangements for the Society's Annual "QSO" Party which so many enjoy. Write Bill if you have any questions on the following arrangements. Enclose SASE please. Bill will be glad to answer.



SOWP "QSO" PARTY

SOWP 10th ANNIVERSARY CW QSO PARTY

SOWP will celebrate its 10th Anniversary on May 4, 1978. One of the highlights of the anniversary will be its 3rd Annual CW QSO Party. In past years, this party has been held on the first full weekend in June. There have been numerous suggestions that we hold our QSO parties on weekdays rather than weekends to get away from weekend QRM. We will give it a try this year.

Initially, we had planned to have this year's party on June 3 and 4. However, we will now hold the party on Thursday and Friday, May 4 and 5 to commemorate the Society's Birthday. Officially, the party will run for the full 48-hour GMT period. For the benefit of those who cannot participate for the full period, it is suggested that CQ's of part-time participants be made on the even hours during the party.

As in the past, it is suggested that the gathering place be 55 kHz up from the low end of each amateur band. Novices should use the center of the novice band. It is also suggested that those with higher class licenses spend some time in the Novice bands to give everyone an opportunity to enjoy the festivities.

Exchanges of information should include, as a minimum, names and SOWP membership numbers. Other information and rag chewing is optional. The call however, will be CQ SOWP.

Bill Willmot, K4TF (VP Chapters/PKPR) will be the party coordinator and all suggestions should be sent to him ASAP.

To commemorate the Society's 10th birthday, a very Special Certificate will be awarded to all stations making 10 or more CW contacts with fellow members. To qualify, members should send a list of contacts made, showing date, time, Call Letters of station contacted and SOWP membership number, to: Pete Fernandez, W4W, 129 Hialeah Road, Greenville, S.C. 29607. Pete is our V.P. for Awards and will issue all certificates.

To keep Society operating costs down, members desiring a Certificate MUST include with their listing, an envelope and return postage. For those desiring their certificates to be mailed without folding a large envelope 8 1/2 x 11-inch or larger will be required.

Let us all make this the biggest and best QSO Party yet. Please mark your calendars now and pass the word along.

A ROUTINE WATCH

We soon got our first sight of the Colombia in the now brighter daylight, her bow was high in the air and her stern was submerged with waves crashing over it. We put in as close as our Captain dared and launched one of our boats. Our crew rowed with the energy and spirit of a Nantucket whaleboat pursuit and soon looked only like a tiny six legged water bug on the surface flailing its legs, then disappeared completely.

In the radioroom Chris was in contact with the Colombia operators and they reported that our boat had arrived, and they then signed the Colombia off the air forever.

Our boat returned at a more leisurely pace and soon its occupants were aboard, the Radio Operators to our radioroom and Captain Oaks to our bridge. One of the operators was named Bob Hatch, (not the Bob Hatch) of Mackay Radio of later years) but I don't remember the name of the other. But these last to leave their ship had time to pack all of their belongings and we chuckled to see that one of the operators had busied himself with removing the tubes and meters from the anyhow and was doomed to go down with the ship. He had them all packed carefully in a suitcase.

The Chief Engineer had not only brought his gear but had a number of sacks of brocaded Chinese garments he had purchased in Panama to bring home. He generously turned them all over to the

women passengers who were clad in little more than nightgowns and not much else and soon our decks blazed in color as the delighted women donned the colorful garments. I gave one of my white shirts to a lady who had donned a hot, scratchy woolen pullover sweater and was sitting in agony in the hot humid atmosphere. Other members of the crew donated various garments and soon we had an amazing assortment of Mardi Gras Atmosphere on our decks.

The problem now confronting our Captain was what were we going to do with 234 extra people when we were southbound with our next stop at Corinto, Nicaragua. The answer was one as though designed for the occasion, one of our sister ships, the SS LA PERLA was northbound and we were going to pass each other that day. A rendezvous was arranged by radio to meet in Magdalena Bay to transfer passengers, we proceeded there and dropped anchor.

About this time the now clothed and fed passengers were recovering from their initial shock and started becoming concerned for their loved ones ashore whom they knew would hear about the situation and be worried. Rescuing persons is free but there are no such provision in radio tariffs, however while these people might not have time to clothe themselves when they fled their staterooms, they had all snatched their purses! They started appearing in greater numbers in the radioroom and soon we had a land-office business. I borrowed \$50.00 from the Purser and soup plates from the Chief Steward to serve as cash drawers and fell to counting words and calculating charges, feeding the messages to Chris who in turn kept a "pipeline" going to KSE.

After a couple of hours it slackened down and then a man appeared with a 200 word press message he wanted sent to the Los Angeles Times! He had borrowed a typewriter from the purser and had whipped out a story. First we had to send messages to the Times offering the story and await their reply which came quickly. It was most likely the first message ever sent "collect" from a ship, we didn't even know if it was legal! This man was so grateful for our efforts that he gave us a \$10 tip, not much in our present day economy but at that time it was 10% of a month salary for either Chris or me.

About 7PM the LA PERLA came nosing cautiously into Magdalena Bay and anchored about a mile away. We lowered our gangway and soon boats were shuttling back and forth, this time without the big swell they had on the ocean. When the last boat was back and hoisted aboard into its chocks we weighed anchor and steamed slowly out giving a last salute on our whistle, and soon were out at sea steaming south again as though nothing had happened. Chris and I sat in the chaos of our radioroom looking dumbly at each other and asking the same question; "Who's on watch?"

Two weeks later, now northbound, we passed the spot on a Sunday afternoon. The Captain put our ship in close but the only sign to tell that the Colombia had ever been there was the tip of a mast sticking out of the water with a cargo boom crashing back and forth in the waves as tho protesting the fate of such a fine ship.

Dalton J. Bergstedt

The Master's Voice . . .

(Continued from Page 3)

direct current in the earphone cords which were poorly insulated by the woven cloth covering. The metallic fillings in my teeth had started to act like plates of a wet battery.

This initiation indelibly impressed my conscience about the ill effects of interference. Even now, I listen a bit on the telephone before speaking. Many hasty people have hung up, thinking I wasn't there. One side advantage is that I can tell if the call is long distance due to hearing the microwave carrier effect. After the jarring experience, I always send the railroad Morse code "c", which sounds like "I E" in radio code and is intended as a "Clear?". It protects local ears. Sometimes, I get a yen to give some of the loud and discourteous CBers a similar shock treatment, to cure them of unnecessary bad habits.

...a newcomer on "The Henry D.", I was really rattled to have such a big signal chase me off.

Earlier, when I first got aboard the "SS HENRY D." after a train ride to Boston, everything conceivable happened. Apparently, just plain beginner's luck. The bosun's mate got me up at 7 A.M., pounding on the door of the shack (radio room) to inform me that the clam shell boom had destroyed the 2-wire flat top antenna between the high masts. "The ole man wants it fixed", he said. When I went to the bridge, he had other ideas. He wanted a typewriter purchased with the five dollar bill he handed me!

Nowhere in Boston could I buy a "mill" for half a saw buck. Since I needed the job pretty badly, I said, "Yes, SIR" and took off from the dock to the street car (a nickel fare), on 'mission impossible.' A long walk in downtown Boston, looking into store windows for a typewriter, didn't get me far. I discovered that I passed the same store several times. The winding, narrow

I got the message, loud and clear — "Sparks! Where the hell have you been? We've held up the ship for over an hour."

streets, apparently built on cow paths before the Revolution, got me turned around completely. The sun came out shortly, revealing a few landmarks which set me right.

Apparently, divine providence watches over dumb apprentice radio operators because there, in the window of a pawn shop, was a Royal Pica typewriter. With minor haggling, I got it for five dollars and took off for the street car with the non-portable mill under my arm.

Far off at the end of the long dock, the Captain was blowing the whistle. With a permanently cramped right arm, I struggled in double time. At the foot of the gangplank, with half of the crew hanging over the rail, I got the message, loud and clear — "Sparks! Where the Hell have you been? We've held the ship for over an hour." I almost dropped the machine, when he asked for the receipt which I forgot to get. Thinking it over, I figured that he had a notion that I had gone west with his fin, never to return. Maybe that's why he held the ship.

It turned out that the "Old Man" was a Finn and a kindly man of great bulk, who would publicly castigate me for being unsmart, but privately, later — he would say that he had to enforce discipline on his ship and do favors like advancing a few dollars of "spending money", while proclaiming to others that he didn't have an extra cent aboard.

We shoved off for Providence, R.I., to unload more lumber. Since it was winter time, the Captain worried about icing conditions which might cause damage to the ship. He called me to the bridge and asked me to contact the Standard Oil tanker, "Emery Dean", which was steaming out. I looked up several listing books and found the call letters in the Berne (Switzerland) list. There was no response to several calls, which meant that the operator

was off watch. "Ok", he said, "Take a message to the Skitkovitch Stevedoring Company and ask them if we should use tugs upriver."

I started the quench gap and called WCC (Cape Cod). He said, "Up" which meant: go to 675 meters and send it. Fine. It seemed that I was getting pretty good at this. Standing around with my earphones on, I could see a young seal swimming along with the ship—a cute little bugger and a sort of an escort. Suddenly, my day dreaming came to an abrupt halt when I realized that WCC was supposed to call me with an answer. I hadn't heard him. I looked at the dial of the 3-tube receiver and got a mild shock. I had left it on the "working" frequency! Quickly sliding down to 600 meters, I called WCC, who very sarcastically (at least it sounded that way) sent: "Where have you been? — UP"

...current examinations are not up-to-date with the complex state of the art because, for one, the transistor had not been invented when the Communications Act of 1934 was passed into law.

The message on the "Up" said to use tugs due to the ice — which rattled me so badly that my notes were hard to read. Time was running out and the Captain would be in trouble, I thought. I'll get fired for the delay, but copied the notes on a message form. I tried the typewriter but it had jammed. Finally, I got it together and feeling important, I hurried to the bridge and handed it to the Captain, who was coming down the companion way. He took one look at it and said, "Sparks for cry sakes — we're already tied to the dock!" (I looked over and sure enough, we were and I hadn't noticed that the engines weren't running.)

So what could I say (Sir)? I slinked away and for the rest of the day, I stayed out of sight. Later, reflecting on the fiasco, it developed that the Captain wasn't mad at me at all, because actually, my bumbling per-

formance had saved many dollars in tug fees. It had made points at the main office for the Captain and showed him to be a fearless navigator with expert control of his twin screw steamship.

Maybe some day, I could be a fearless master, I thought, however, subsequent chronology and aptitude didn't make it so. There are, however, quite a few wireless and code operators who moved up to become captains of ships, military, industry and government. Consider for example, Captain Kurt "Stay-Put" Carlson of the American Export Line, who has been televised time and again for sticking with his sinking "Flying Enterprise" and finally jumping overboard when it sank. The whole world watched his dedication to Rules of the Sea, which he survived. He started out as a combination mate/operator, which means he operated the wireless as well as standing a deck watch as second mate.

Then, there is the late General David Sarnoff, who won fame as the land-based operator who handled the distress traffic from the Titanic, to become a captain of industry as the President of the Radio Corporation of America. Let's not forget Senator Barry Goldwater of Arizona, who spent considerable time in Asia teaching the Chinese the Morse code and is now a very active radio Amateur W7UG.

Retired Chief of Police of Muskegon, Michigan, Fred Castenholtz, used to be a radio operator/technician of the department before he advanced to the top spot. In the landwire area, one remembers Chet Huntley of broadcast network fame who lived in a railroad depot out west and worked pounding brass. Show people like Gene Autrey strummed his guitar while working down at the railroad station before he became famous. It's probably the way he exercised his sending hand.

Of course, there are many more who provide historic proof that operating a communications radio station stimulates creativity, be it the citizens band hobby radio, amateur, civil or military, or just plain working for an interesting living at it.



MEMBERSHIP CLASSIFICATIONS

RECLASSIFICATION OF MEMBERS

A reclassification of members was approved by Society Directors in late 1975 and the project was initiated in March 1976 and full information was furnished all members in the SPARKS NEWSLETTER SUPPLEMENT (Spring/Summer issue) published May 6 1976 and furnished all members to Serial 2300 (Pages 2 and 3).

The classification listing below will furnish all members the dates used on establishing of each group. Arrangements were also made to print up "OVERLAYS" for each group that could be used by the member (do-it-yourself) to change (a) his wall certificate, (b) his wallet card (c) his identification card and (d) his amateur certificate (if he had an amateur station. Members were invited to write in - sending along a S.A.S.E. for overlay which would update his credentials to the new classification.

The new classification suffix has been used on all members from #2300 to date. We do occasionally receive a letter from older members inquiring about their classification since they perhaps note that the classification suffix used on dues statements (for example) do not agree with their certificate or card. It is apparent that they overlooked the article in our 1976 Newsletter Supplement or have forgotten about it.

We have retained these OVERLAYS and they are still available to correct your certificates or cards with the proper suffix classification. The OVERLAYS are printed on gummed paper - of the color/texture of the card or certificate and using a little care, they can be pasted over the old classification suffix and no one would ever know the difference.

Should a member wish a new wall certificate or amateur certificate, we will order one printed for him or her. The cost is \$1.50 which is about our cost of imprinting and mailing (1st class). Should you wish new Ident or Wallet Cards, please enclose 25 cents for each to cover mailing and stock. ALSO BE SURE TO ENCLOSE A STAMPED RETURN ADDRESSED ENVELOPE (SASE) for reply. This is important as we simply do not have the clerical staff to handle all correspondence unless we streamline our operations, and this will assist greatly in returning your Overlays without undue delay. Following is a repeat of information carried in the 1976 DIRECTORY/CALL BOOK - PAGE 17, F.Y.I.

S-SGP SENIOR SPARK-GAP PIONEER (Prior 1915)

These are the "Alpha" members of the profession. They were the 'avant-garde' and the entrepreneurs who began with rudimentary crude equipment (and ideas) who played a great part in the development of this embryonic system which basically is the foundation of many developments in the electronic field we know today, including radio broadcasting, Television, and the many phases of sophisticated communication modes used throughout the world.

Many of these members were "Certificate of Skill" holders or equal. The majority were extremely resourceful and used their intellectual awareness and talent to improve and refine the system through their contributions to the art. In the parlance of the sea, these men were the "shellbacks" of the profession.

SGP SPARK-GAP PIONEERS (1915 - 1925)

These members began their professional careers between 1915 and 1926. The exciting stories of the "wireless" in saving lives on the Steamships Republic in 1909 and especially the SS Titanic in 1912 sparked the interest of hundreds of young men who decided to enter this exciting profession.

Most of these members saw service during WW-1. They helped to refine the art with suggested improvement and new inventions. They were privy to the field testing of new equipment and inventions which later became standard installations. Some of the important developments included the use of transmitting and receiving tubes, the installation of high power arc stations around the world by the U.S. Navy. Commercial counterparts - The Alexanderson Alternators and a multiplicity of similar installations improved the dependability of communications to a high degree.

It might be said that the Communications Industry "grew up" during this period and the wireless (now called radio) became an indispensable aid to world shipping and the expanded communications that post-war activities and commerce demanded.

"P" PIONEERS (1926 - 1939)

In the millennium of time, there were great changes in short periods. These members began their professional careers when some of these great changes were taking place in the radio-telegraphic industry. The development of high-frequencies and H.F. equipment through this period brought profound changes in the scope and reliability of radio-telegraphy. Thanks to the unions and also to many self-enlightened employers, great improvements were made in the comfort and pay of those in the profession. Significantly, many members who started their careers during this period have remained with their profession over the years. Many quickly rose to positions of affluency in the communications field or in industry.

"V" VETERAN (1940 - 1949)

The "Veteran" members entered their professional careers during the 1940's (1940-1949 incl.)

Most of these members were Radio-Officers "on assignment" during WW-2. Highly sophisticated communications equipment and navigational aids had been developed (especially in the military service/s) during the war years calling for skill of the highest order to maintain and operate this highly technical equipment. This was provided by this 'new generation' of professionals.

"M" MEMBERS (1950 to DATE)

These are members who have been professionally assigned since 1950 and Journeymen members who have spent few years in the profession but who were selected on the basis of skills required to operate and maintain the complex equipment now in use.

Their skill will match and perhaps exceed that of the other classifications due to the transition of the industry with installations of even later sophisticated electronic equipment which calls for the highest degree of professional skill. While perhaps new in the field, viewed at long range, their technical skill and proficiency is perhaps short of amazing. Many an 'old-timer' would be 'lost' if he sat down at a modern-day operating position.

"TA" TECHNICAL ASSOCIATES

The 'common-denominator' of all members, regardless of classification, except for "Technical-Associates" is the requirement of having been assigned and actually operating a radio-telegraph circuit or position. This of course may have been in commercial or military services such as members of the Signal Corps, Navy (ships and stations), Coast Guard, Lighthouse Service, Aviation and in the many fields of Government and Private Services which have employed radio-telegraph personnel to operate the equipment and system.

TECHNICAL ASSOCIATES who have been approved for affiliation are not voting members of the Society. They are however invited to attend Society gatherings and will be furnished Society publications.

Technical Associates are sponsored by Society members. Most have had close affiliations in one way or another with radio-telegraph activities throughout their lives such as Engineers or maintenance personnel; those in Administrative positions or who have run schools installed equipment or perhaps have specialized in the literary field, writing about equipment used or that relating to operating personnel and members.

Technical Associates interested should request one of our members to sponsor. In their application they should furnish a resume of their interest and association over the years in the communications field. A sustaining fee is required from individuals to about cost of funding publications, mailing expenses, etc. Currently this is \$6.50 per year with an initiation fee of \$2.50. The Society through its Membership Committee reserves the right to accept or reject applications except those approved by Directors and officers of the organization.



"SOS-CQD'ERS"

By

R.F. LATIMER
ex Brass Pounder, 1940s/50s.
Canadian Merchant Service
63 Johnstone Avenue
Dartmouth, Nova Scotia



Remember S.S. Florizel

It will be sixty years on 24 February since the passenger/cargo steamer, S.S. "FLORIZEL" was wrecked when she ran aground on Horn Head Point, off Cappahayden, near Cape Race, Newfoundland on a voyage from Saint John's to Halifax. With her back broken and bottom torn out, the once sturdy vessel disintegrated, with a loss of 96 lives among her passengers and crew members.

Cause of the grounding and the details surrounding the rescue of the 42 passengers and crew who survived remained a mystery for more than half a century, until the subject was evidently very well researched by Cassie Brown, as she relates the story in her book,

A WINTER'S TALE - The Wreck of the "Florizel" -

On Page 116 of this excellent book, mention is made of the ship's Radio Officer, Mr. Cecil Carter, pounding out the distress message in morse code on the wireless key while on emergency power. But no mention has been made in this book of the man who received the FLORIZEL's SOS at the radio station at Cape Race. This was probably an oversight but certainly worthy of mention.

Certain crew members of the ships, "HAWK", "TERRA NOVA", "HOME", "GORDON C" and "PROSPERO", who played important roles in the rescue operation, were awarded Royal Humane Society Medals for Bravery at Sea. Among those of the

crew who survived, I'm sure many displayed courage and fortitude, as well as good seamanship, in the face of almost certain death.

Among those who played a very important part in the rescue, in my opinion, was the man who received and logged the distress message at the Cape Race wireless station and relayed the information to Saint John's. This good man's name did not surface, and become part of this interesting drama, until his obituary appeared in the 14 January 1978 issue of the Halifax Chronicle-Herald under the heading - FUNERAL HELD FOR PIONEER TELEGRAPHER - His name - Mr. Joseph P. Brennan, age 84, one of Canada's first 25 wireless operators, indeed truly a pioneer professional Brass Pounder, who, at one time in his career worked for the Marconi Company, as well as helping to man the radio station and lifeboats on Sable Island, in addition to the service he performed at marine coast stations such as at Cape Race.

He carried out his duties well on that fateful day and, in respect to the late Mr. Brennan, I feel it is fitting that his name should be connected, where it so rightly belongs, although sixty years late, in the communications link with Cassie Brown's tragic and compelling drama of the sea.



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"WITH ALL THE ACTIVITY AROUND THIS SHIP, I SUPPOSE THIS IS WHERE WE GET RADIO ACTIVE."

'Since the days of Marconi'



The Staff and members of our wonderful organization take great pleasure in welcoming the following members into the Society and look forward to meeting you at Chapter reunions or in the pages of our publications. A wonderful camaraderie and close fellowship bind members in a brotherhood of cordial geniality and companionship enjoyed by few organizations. While the preservation of the history of the wireless mode of communications is our dedicated purpose, it also permits us to fraternize and enjoy contacts with friends and shipmates of days gone by as well as meeting those we have heard about but never had the opportunity of knowing before. May your cruise with us be a happy one.

'73' William A. Breniman - President.

Society of Wireless Pioneers, Inc.

New Members

- 2731-P**
MILLER, SIDNEY A. (Sid/Mary)
 7980 Tram Rd.
 Tallahassee, FL 32301
 Phone: 904/878-2921
 FS: 1938 - Ft. Benning, GA/VAR.
 AMATEUR: K4FKB Join Net? Yes
 QSP: NF
- 2732-V**
CHRISTENSEN, NEIL (Chris/*)
 P.O. Box 5066
 San Francisco, CA 94101
 Phone: 415/928-2747
 FS: 1943 AMCHITKA (Aleutian Islands)/
 WYUP
 AMATEUR: W6ERL Join Net? Yes
 QSP: John Pitzer, 1358-V
- 2733-P**
WILLIAMS, ALBERT S. JR. (Willie/or Bill
 Mildred)
 P.O. Box #2
 Wylie, TX 75098
 Phone: 214/442-5770
 FS: 1937 - Coffeetown, MS(CCC STA)/
 WUNT
 AMATEUR: W5IUV/N4AW Join Net? Yes
 QSP: William C. Willmot, 784-V
- 2734-V**
BUCKLES, CLYDE NELSON (Sparkey/
 Zelda)
 318 E. Maple St.
 Independence, KS 67301
 Phone: 316/351-0765 Dec. 12, '77
 FS: 1942 - SS Oneida/ANAK
 AMATEUR: W0JUN Join Net? May
 QSP: QST
- 2735-V**
VAUGHN, ALFRED T. (Al/Naomi)
 1022 N.E. 61st. Dec. 8, 1977
 Seattle, WA 98115
 Phone: 206/525-8239
 FS: 1940 - Army Sig Corps/WVD/
 WXP
 AMATEUR: W7GIN Alaskan Calls-
 KL7BZ Join Net? Yes
 QSP: NF

- 2736-V**
ELIIS, CHARLES J. (Chuck/Martha)
 2504 Storm St. Dec. 12, 1977
 Ames, Iowa 50010
 Phone: 515/292-1172
 FS: 1942 - Port Moresby, New
 Guinea/WXXD
 AMATEUR: W0YBV Join Net? Yes
 QSP: QST
- 2737-SGP**
DeCOURCEY, RALPH V. (DE/Eva)
 2022 N. Kensington St. Dec. 12,
 Arlington, VA 1977
 Phone: 703/558-4578
 FS: 1920 - NRS Cape Mala, Rep.
 de Panama/NNT
 AMATEUR: None
 QSP: John Swofford
- 2738-SGP**
SUMMERS, CHESSMAN M. (X/*)
 2051 W. 119th Place Dec. 15,
 Blue Island, IL 1977
 60406
 Phone: 312/385-9328
 FS: 1917 - USS Arizona/NBW
 AMATEUR: None
 QSP: Wm. T. Stengle
- 2739-SGP**
LOHNER, CHARLES F. (Chuck/
 Mildred)
 157 Logan St. Dec. 15, 1977
 Bedford, Ohio 44146
 Phone: 216/232-2835
 FS: 1920 - SS City of Erie/WFP
 AMATEUR: W8RN Join Net? Yes
 QSP: Ralph C. Folkman, 586-SGP
- 2740-SGP**
JOHNSON, GILBERT W. (Gil/X)
 1277 Forest Glen Dr. N Dec. 20, 1977
 Winnetka, IL 60093
 Phone: NF
 FS: 1917 - USS President Grant/NGF
 AMATEUR: N9DI 1977 First Call? WIAEF
 QSP: NF
- 2741-M**
GIBBEMEYER, MICHAEL H. (Mike/X)
 101 NE 151st. St. Dec. 20, 1977
 North Miami, FL 33162
 Phone: 305/947-7308
 FS: 1977 - M/V Zapata Rover/KCBH
 AMATEUR: K1GW 1977 First Call: K10HE
 Join Net? Yes
 QSP: Ken Stuber, 1852-M

- 2742-M**
BREWER, DENNIS G. (Don/Thuy)
 Voice of America Dec. 20, 1977
 APO New York 09155
 Phone: NF
 FS: 1069 - Cam Ranh Bay, Vietnam/
 S-B B-1
 AMATEUR: EL2EB/K8DIU Join Net? Yes
 QSP: Sparks Journal Vol. 1, No. 2
- 2743-V**
MORRIS, ROBERT E. (Bob/Pauline)
 American Embassy - VOA Dec. 21, 1977
 APO New York 09155
 Phone: NF
 FS: 1941 - USS St. Louis/NABX
 AMATEUR: W3EJK 1972 First Call: W3JFR
 Join Net? Yes - Later
 QSP: Sparks Journal Vol. 1, No. 2
- 2744-SGP**
TAYNTON, MARK (X/Susan)
 11 Ravensworth Road Dec. 24, 1977
 Taylors, SC 29687
 Phone: 803/268-7888
 FS: 1916 - SS Theodore Roosevelt
 AMATEUR: None
 QSP: The Writer
- 2745-P**
ARNOLD, HERMAN H. (Hap/Louise)
 6392 Vicanna Dr. Dec. 24, 1977
 San Jose, CA 95129
 Phone: 408/252-5139
 FS: 1937 - SS City of Saginaw/WDCH
 AMATEUR: W6TQU Join Net? NF
 QSP: Landon Fickel, 1721-P
- 2746-V**
GREENE, ROBERT DEWHIRST (Bob Cat or
 Robb/Miriam)
 1319 East 52nd St.
 Brooklyn, NY 11234 Dec. 24, 1977
 Phone: 212/531-2090
 FS: 1946 - USN - ARS-Attu, AK/NZL
 AMATEUR: WA2QPN Join Net? Yes
 QSP: QST
- 2747-P**
HUNTER, IRA DWIGHT (Dwight/
 Gardner)
 1906 W. Hanna
 Tampa, FL 33604 Dec. 29, 1977
 Phone: 813/877-2580
 FS: 1926 - Ceiba, Honduras/BW
 AMATEUR: WA4TWJ First Call: VP1AA
 Join Net? Yes
 QSP: John N. Elwood
- 2748-P**
WALSIL, HARRY J. (X/Angie)
 11835 Sanford Jan. 3, 1978
 Detroit, MI 48205
 Phone: 313/571-3225
 FS: 1932 - S.S. Conneaut/WADV
 AMATEUR: K8DX Join Net? Not at present
 QSP: George P. Honold, 883SGP
- 2749-V**
MOODY, DONALD G. (Don/Kathryn)
 7080 Neri Dr. Jan. 6, 1978
 La Mesa, CA 92041
 Phone: 714/466-2917
 FS: 1944 - SS James A. Drain/KWV
 AMATEUR: K4LQ Join Net? Yes
 QSP: Earl C. Baker, 1442-V
- 2750-M**
PERKINS, FRED M. (Fred/Sheila)
 3360 Jackson Blvd. Jan. 6, 1978
 Ft. Lauderdale, FL 33312
 Phone: 305/792-8178
 FS: 1956 - St. Lucia AAFB, (Windward
 Islands)/AF676
 AMATEUR: K4LQ Join Net? Yes
 QSP: William C. Willmot, 784-V
- 2751-P**
JONES, RICHARD M. (Dick/Dec'd)
 27204 S.W. 143RD Ave. Jan. 6, 1978
 Naranja, FL 33032
 Phone: 305/248-0999
 FS: 1935 - Yacht Doctor Brinkley/KI6E
 AMATEUR: W4BTM Join Net? Yes
 QSP: NF

- 2752-V**
HAMILTON, WARREN K. (Ham/Florence)
 110 W. Washington St. Jan. 8, 1978
 Bath, NY 14810
 Phone: 607/776-2025
 FS: 1942 - FCC RID/Various(Classified)
 AMATEUR: W2FE Join Net? Yes
 QSP: John N. Elwood & Ed Raser
- 2753-P**
ARMSTRONG, JOHN J. (Jack/Marie)
 1742 Jacobs Rd. Jan. 11, 1978
 S. Daytona, FL 32109
 Phone: 904/761-5202
 FS: 1939 - USS Allegheny/NACZ
 AMATEUR: W3FXR* Join Net? Yes
 *4th District call applied for
 QSP: William C. Willmot, 784-V
- 2754-V**
HERRERMAN, H. JOHN (Jack/Jennifer)
 316 Forest Dr. Jan. 16, 1978
 Falls Church, VA 22046
 Phone: NF
 FS: 1942 - S/S Luis Arguello/KKCO
 AMATEUR: W4HVG Join Net? Not at present
 QSP: William C. Willmot
- 2755-P**
JOHNSON, EDGAR S. (Ed/Ethel)
 78 Norma Rd. Jan. 15, 1978
 Harrington Park, NJ 07640
 Phone: 201/768-6357
 FS: 1934 - SS American Trader/WFDC
 AMATEUR: W2DGM Join Net? Later
 QSP: Ed. G. Raser
- 2756-M**
SNOW, FREDERICK D. (Fred/Kay)
 61 Ealey Crescent Jan. 15, 1978
 Riverview, N.B. Canada E1B 1E7
 Phone: 386-2354
 FS: 1962 - Montreal Marine Stn./VFN
 AMATEUR: VE1NA
 QSP: NF
- 2757-P**
ROWE, ARTHUR VERNON (Art/Betty)
 1540 Boulder Ave. Jan. 17, 1978
 Crescent City, CA 95531
 Phone: 707/464-4574
 FS: 1939 - USS Arkansas/NACT
 AMATEUR: K6ABG Join Net? Yes
 QSP: C.H. Pemberton K6LE
- 2758-M**
MOYES, WILLIAM E. (BILL)
 1793 N. 1600 West, Layton, Utah 84041.
 Phone: 801/825-7178.
 FS: 1966 - Ft. Huachuca, AZ. (Var.)
 AMATEUR: N7IE. Early KN7ZVT. Bill. Join
 Net - As time permits. QSP: Kenneth V.
 Miller, WR2BKC/6
- 2759-V**
RONEY, FRANK E. JR. (X/Charlotte)
 71 Pine St. Jan. 19, 1978
 Waverly, NY 14892
 Phone: 607/565-2724
 FS: 1946 - AACs-ITAMI AF (Japan)/WUQS
 AMATEUR: WZYWK Join Net? Yes
 QSP: QST
- 2760-P**
WATSON, WILLIAM R. (Bill/Beatrice)
 3730 N.E. Simpson St. Jan. 20, 1978
 Portland, OR 97211
 Phone: 503/287-3053
 FS: 1937 - SS Calmar/KOBY
 AMATEUR: W7DAF Join Net? Not at present
 QSP: NF

(Continued on Page 23)



FOLKMAN W8AF

New Members - continued

2761-P
GLUNT, ELLIOTT H. (Red/Ruth)
 10411 Brunswick Ave. Jan. 23, 1978
 Silver Spring, MD 20902
 Phone: 301/933-2497
 FS: USS Texas/NADV
 AMATEUR: W3JZP Join Net? Yes
 QSP: Max M. Jacobson W3JUG

2762-P
WATSON, JOHN M. CAPT. (Ret)
 15915 River Rd. (Cap'n Jack/Cathy)
 Seneca View Jan. 23, 1978
 Poolesville, MD 20837
 FS: 1934 - SS Lemuel Burrows/WJCS
 AMATEUR: Applied for station.
 Join Net? Yes
 QSP: E. Allen Freiburger, 2666-V

2763-V
COPELAND, NATHAN J. (Nate/Marilyn)
 72 Groveside Rd. Jan. 23, 1978
 Portland, ME 04102
 Phone: 207/773-3647
 FS: 1944 - SS Agwistar/WFCR
 AMATEUR: W10DA Join Net? Yes
 QSP: William J. Plante

2764-SGP
REMPEL, PETER H. (Pete/Martha)
 526 Poplar Ave. Jan. 25, 1978
 San Bruno, CA 94066
 Phone: 415/588-1236
 FS: 1921 - Ft. Rosecranz Radio/
 AMATEUR: WB6JWH Join Net? NF
 QSP: Sisto J. Feliz, 329-P

2765-V
FREY, JOHN A. (X/Ruby)
 9406 Babcock Blvd. Feb. 25, 1978
 Allison Park, PA 15101
 Phone: Bus. 412/433-6690
 Home: 412/366-3089
 FS: 1943 - USS Heermann/NAXQ
 AMATEUR: W3ESU Join Net? Yes
 QSP: George T. Reed, 1181-V

2766-V
GODSEY, GENE A. (X/Shirley)
 114 Louise Jan. 25, 1978
 Topeka, KS 66606
 Phone: 913/235-3294
 FS: 1943 - US Army-European Theatre/
 Mil/VAR
 AMATEUR: W3KXJ Join Net? NF
 QSP: John N. Elwood

2767-P
RICHARDS, ROBERT (Dick/Jo)
 12655 Fiori Lane Jan. 26, 1978
 Sebastopol, CA 95472
 Phone: 707/823-3690
 FS: 1924 - RCA-NY/Various
 AMATEUR: W6NBZ Join Net? NF
 QSP: Bob Shrader

2768-P
ELDERED, MILTON W. (Milt/Renate)
 9960 SW 11th Terrace Jan. 28, 1978
 Miami, FL 33174
 Phone: 305/221-0956
 FS: 1937 - Pan AM (Miami, FL)/WKOC
 AMATEUR: K4UZR Join Net? Yes
 QSP: C.J. Bolvin, 2716-P

2769-P
HAMBLEEN, JOHN WILLIAM (X/Betty Lou)
 7434 Oakerest Ln. Jan. 29, 1978
 Clarksville, MD 21029
 Phone: 301/725-5674
 FS: 1938 - Scott Field(AAC)/WYP
 AMATEUR: W3TZ 1968 Join Net? Yes
 QSP: Joh Elwood

2770-P
ANTILLA, ANHUR F. (Art/Evelyn)
 15705 110th Ave. East Jan. 28, 1978
 Puyallup, WA 98371
 Phone: 206/848-1098
 FS: 1936 - SS Cletus Schneider/KME0
 AMATEUR: W7FJ 1968 Join Net? NF
 QSP: John Elwood

2771-M
ORLAK, MILOS (Mil/*)
 Zoletova 5 Jan. 30, 1978
 Ljubljana 61000 Yugoslavia
 Phone: NF
 FS: 1970 - M/V Portoroz/YTOJ
 AMATEUR: YU3EO 1969 First Call: YU3HIJ
 Join Net? NF
 QSP: Lawrence L. Leminski, 1211-V

2772-M
SIEBERT, RALPH G. (X/*)
 84-A Bank St. Jan. 30, 1978
 Harwichport, MA 02646
 Phone: 617/432-9536
 FS: 1977 Chathamradio/VCC
 AMATEUR: KITV 1977 First Call: K9UQJ-
 1959 Join Net? Yes
 QSP: Melvin J. Oliver & L.H. Baumlin.

2773-P
MONROE, V. MADISON (X/Thelma)
 P.O. Box 1243 Jan. 31, 1978
 Port Arthur, TX 77640
 Phone: 713/982-2975 & 318/659-4675
 FS: 1927- SS Gulfmaid/KUB
 AMATEUR: None
 QSP: Eric D. Coburn, 704-SGP

2774-M
ZASTROW, JERRY (X/Tamra)
 614 W.9th St. Jan. 31, 1978
 Sioux Falls, SD 57101
 Phone: 605/332-2128
 FS: 1954 - Ft. Sill, OK/K5USA
 AMATEUR: W0GFS Join Net? Yes
 QSP: QST

2775-SGP
ALLISON, CLIFFORD M. Feb. 4, 1978
 15 Hobson St. (Cliff/Roma)
 Sandringham 3191 Victoria
 Australia
 Phone: 03/598-3371
 FS: 1923 - SS Doonah/VJQ
 AMATEUR: VK3AZC 1976 First Call: VK3AO
 1936 Join Net? No
 QSP: Jack M. Joughin, 2516-SGP

2776-V
GILMORE, ARNOLD R. (Gil/Margaret T.)
 43 Fenelon Road Feb. 6, 1978
 Framingham, MA 01701
 Phone: 617/872-5888
 FS: 1947 - SS Francis J. O'Gara/ANZT
 AMATEUR: W1RYW Join Net? Yes
 QSP: John Elwood, 396-V

2777-V
ROBERTS, RICHARD A. (Dick/Esther)
 2219 E. High St. Feb. 6, 1978
 Springfield, Ohio 45505
 Phone: 513/322-7118
 FS: USN/NAJ
 Amateur: W18SNH Join Net? NF
 QSP: QST

2778-P
THUAX, HOWARD H. (X/June)
 Rt. #2 Box 298 Feb. 6, 1978
 Albany, OR 97321
 FS: 1929 SS Otsego/WDG
 AMATEUR: W7SO 1925 Join Net? NF
 QSP: Albert H. Miller (John Peel)

2779-P
GOULD, HOWARD W. (X/Jane)
 2208 SW 57th St. Feb. 6, 1978
 Oklahoma City, OK 73119
 Phone: 405/685-4805
 FS: 1936 - USS Detroit/NISP
 AMATEUR: W5CG 1976 First Call: W6WPP '39
 Join Net? Yes
 QSP: John Elwood

2780-M
WRIGHT, JOHN E. JR. (X/Kathleen)
 Box 445 NSGA Adak, AK Feb. 8, 1978
 FPO Seattle, WA 98777
 Phone: None
 FS: 1968 US NAVRADSTA "T" Cutler/NAA*
 *Old call for Arlington, VA
 AMATEUR: None
 QSP: Roland V. Beatty Jr., 2045-M

2781-P
JORDAN, RICHARD L. (Dick/Edna)
 3118 Cofer Rd. Feb. 11, 1978
 Falls Church, VA 22003
 Phone: 703/JE4-1990
 FS: 1936 - SS Tristan/KLBJ
 AMATEUR: W4UM Join Net? No
 QSP: E.D. Redington, 1457-SGP

2782-V
O'MALIA, JOHN A. (X/Helen)
 1211 Old Esquimalt Rd. Feb. 12, 1978
 Victoria, B.C. Canada V9A 4X7
 Phone: 604/385-6801
 FS: 1947 - SS Mastodon/VYCW
 AMATEUR: VE7KO 1947 Join Net? NF
 QSP: Borg Haagensen

2783-V
GETTLE, HOWARD F. (X/Doris)
 911 Edna Ct. Feb. 14, 1978
 Rohnert Park, CA 94928
 Phone: 707/527-8001
 FS: 1942 - USCG RADSTA SF/NMC
 AMATEUR: None
 QSP: William C. Willmot

2784-SGP
JOLLY, CHESTER C. (X/Helen)
 916 Silva Ave. Feb. 15, 1978
 Santa Rosa, CA 95404
 Phone: 707/542-9488
 FS: 1920 - USN RADSTA/NAX
 AMATEUR: None
 QSP: Wm. A. Brenjman

2785-V
CONLY, RALPH A. (VT/Elsie)
 12521 Henrietta Ave. Feb. 15, 1978
 Sunnyvale, CA 94086
 Phone: 408/245-0747
 FS: 1940 - Pan-AM/Various
 AMATEUR: N6VT 1977 First Call: W1KIE
 Join Net? Possibly
 QSP: C. Bolvin, 2716-P

2786-M
GENHEIMER, KENNETH E. (X/Marjorie)
 6688 Alkire Rd. Feb. 16, 1978
 Galloway, Ohio 43119
 Phone: 614/878-5055
 FS: 1951 - USNS Gen. M.L. Henry/NSQK
 AMATEUR: W8GXX 1976 Join Net? Yes
 QSP: QST

2787-SGP
CURRIE, ALICK H. (X/*)
 13467 County Rd. Feb. 17, 1978
 Bayfield, CO 81122 (Summer Address)
 Phone: 602/884-2793
 Desert Dawn Estates (Winter Address)
 9111 E. Eleanor Ave.
 Mesa, AZ 85208
 FS: 1923 - USS Seattle/VAPG
 AMATEUR: None
 QSP: Bill Brenjman

2788-V
MOULIN, LAURENCE A. (Larry/*)
 49 Perry Ave. Feb. 17, 1978
 Middletown, RI 02840
 Phone: 401/846-3283
 FS: 1941 - USS Nevada/NADD
 AMATEUR: W1ZYR Join Net? Yes
 QSP: Jim Curtain

2789-V
McCOLLUM, WILLIAM E. (Mac/)
 402 W. Caron Feb. 17, 1978
 Phoenix, AZ 85021
 Phone: 602/944-7026
 FS: 1942 - AAC (Kelly Field)/WYG
 AMATEUR: W5MFY Join Net? Not now
 QSP: John Elwood

2790-V
NAUGHRIGHT, JOHN E. (John/Virginia)
 120 Bantley Rd. Feb. 18, 1978
 Long Valley, NJ 07853
 Phone: 201/876-3311
 FS: 1942 - USS Big Horn
 AMATEUR: W2DGE Join Net? Yes
 QSP: Ed. G. Raser, 35-SGP

2791-M
HARPER, WILLIAM C. (Bill/Dorothy)
 672 S. Walnut St. Feb. 20, 1978
 Pittsfield, IL 62363
 Phone: 217-285-6640
 FS: 1958 ILL. State Police Rdo -Rock
 Island/KS860
 AMATEUR: N9IL 1977 First Call: W9ZJC
 Join Net? NF
 QSP: O.T. Harrison & George Taylor

2792-M
HARRIS, F. DAVID (Dave/Grace)
 East Hall, University of Hartford,
 200 Bloomfield Ave.
 West Hartford, CT 06117
 Phone: 203/243-4747 Feb. 22, 1978
 FS: 1967 - USNS Timber Hitch/NTIY
 AMATEUR: None
 QSP: Sparks Journal

2793-V
BURDSALL, BERNARD H. (Bernie/Margaret)
 25 Nohawk Place Feb. 23, 1978
 Kingston, Ontario Canada K7M 3K5
 Phone: 613/544-4438
 FS: 1943 #9 Advanced Flying Unit R.A.F.
 U.K./NA
 AMATEUR: VE3NB 1972 First Call: G2IKV
 Join Net? Later
 QSP: C.W. "Bill" Bushell, 2149-V

2794-V
SHARPE, HAROLD (X/Mary)
 Shore Road RR#1 Feb. 23, 1978
 Kingston, Ontario Canada K7L 4V1
 Phone: 613/546-4780
 FS: 1940 Loyal Regt./Var
 AMATEUR: VE3CLH 1958 Join Net? NF
 QSP: C.W. "Bill" Bushell, 2149-V

2795-V
RASMUSSEN, THOR (X/Berit)
 Schaanings Gate Feb. 23, 1978
 3700 Skien, Norway
 Phone: 035/23654
 FS: 1942 SS Brisk
 AMATEUR: LA7XB 1948 Join Net? Yes
 QSP: G.E. Schultis 1671-P

2796-P
BOND, CLYDE H. (X/Mary)
 340 Cadella Dr. Feb. 23, 1978
 Reno, NV 89511
 Phone: 702/826-1503
 FS: 1930 - USFS Teal/NTDE
 AMATEUR: W7RB 1961 First Call: W7EJ '29
 Join Net? Later
 QSP: John F. DeBardeleben, 708-P

2797-V
HEADLE, WILLIAM (Bill/*)
 122 Harvard St. Security Feb. 23, '78
 Colorado Springs, CO 80911
 Phone: 303/392-9779
 FS: 1949 - USA Mirakojina(Rrukru
 Islands/Classified
 AMATEUR: W6KOH Join Net? Yes
 QSP: QST

2798-V
DUDLEY, JOHN W. Feb. 27, 1978
 8019 37th Ave. NE (X/Barbara)
 Seattle, WA 98115
 Phone: 206/524-2641
 FS: 1940 - US Army Signal Corps-Seattle
 WVD
 AMATEUR: W7ITJ 1971 First Call W7GJW '3
 Join Net? Yes
 QSP: Geo. A. Onsum, 474-SGP

2799-P
JACOBSEN, ALFRED M. (Jake/Lois)
 10116 Mack Island Rd. Rt. 1
 Grass Lake, MI 49240 Feb. 28, 1978
 Phone: 517/522-8030
 FS: 1930 - SS A.A. #3/WDCN
 AMATEUR: W1BYPA 1978 First Call: W1BMEU
 Join Net? Yes
 QSP: Geo. P. Honold, 883-SGP

2800-M
WELLING, DONALD R. (Don/Pauline)
 36 Sherwood Dr. March 1, 1978
 St. John, NB Canada E2J 3H6
 Phone: 506/696-2913
 FS: 1957 - Goose Bay Marine Aeradio
 Stn./VAZ/VFZ
 AMATEUR: VE1WF 1978 First Call VO2AW
 Join Net? NF
 QSP: Walter P. Bernadyn, 1882-V

2801-V
VARGAS, JOHN F. (X/*)
 49 Fairview Ave. March 2, 1978
 Park Ridge, NJ 07656
 Phone: 201/391-3793
 FS: 1944 - SS William Moultrie/KENZ
 AMATEUR: W2UIO
 Join Net? Requested more info
 QSP: Robert Abernethy, 1991-V

2802-V
PEARCE, MELVIN A. (Mel/Louisa)
 4891 Beaconsfield Ave. Mar. 2, 1978
 Montreal, Que. Canada H3X 3R7
 Phone: 514/486-3389
 FS: 1940 - HMCS Assiniboine/VGKX
 AMATEUR: VE2AMP 1930 Join Net? Yes
 QSP: R. Kappert, 1213-V

(Continued to Page 25)





Heinrich Hertz



James Clerk Maxwell



Amos Dolbear



Andre Marie Ampere

Historical Paper

Who Should Be Honored ?

By Professor Herbert J. Scott

For essentially a century the question of who should be given credit for providing us with wireless (radio) has been argued. It is still, today, a moot question.

Such records as exist indicate that in all probability the first person to predict such a thing as wireless was a Munich professor, C. A. Steinheil who in 1837 stated publicly that such a thing as "wireless communication will soon be possible". In the minds of his associates, this pronouncement seemed utterly impossible of ever being accomplished. As a result, they seriously questioned his sanity quite publicly! Professor Steinheil never did indicate just how he thought that this communication might be accomplished.

Somewhat over one hundred years ago in 1865, a brilliant mathematical physicist of Scotch ancestry by the name of James Clerk Maxwell gave to the world his electromagnetic theory. His analysis led him to the conclusion that electrical impulses travelled through space in the form of electromagnetic waves in the same manner, and with the same velocity as light.

It would most certainly seem that this was the egg from which wireless was hatched. However, Maxwell himself entertained no such ideas.

Following upon the heels of Maxwell's disclosures in time, Dr. Mahlon Loomis, a dentist in Washington, D.C. became interested in wireless and began experimenting with electricity.

His first bid for fame was a patent granted him in 1854 for the manufacture of dental plates known as, "Loomis False Teeth Plates".

Educationally he had no mathematical background and was completely incapable of understanding the profound mathematics expounded by Maxwell in his treatise on electromagnetic waves. Considerable doubt exists that he ever even heard of Maxwell.

However, in 1866 he indicated that he had been able to transmit signals between two mountain ridges 14 miles apart. In this experiment his antenna was essentially a kite flown with copper wire instead of a string. The lower end of the wire was connected to ground through a galvanometer (the forerunner of our present day ammeter) for his receiver.

At a distant point a similar kite and wire were flown and the lower end of this wire was connected to ground through a switch used as a key. Dr. Loomis explicitly stated that the transmitter had no batteries of any kind connected to it.

As many of you know and have experienced, an elevated wire such as an antenna can, when left unconnected, build up quite a 'shocking' static charge! The system described by Dr. Loomis depends for its operation upon electrostatic induction.

On the 22nd of May 1872, following some briefly conducted experiments in the Blue Ridge mountains, exhibiting but a modicum of success, Dr. Loomis requested of Congress an appropriation of \$50,000.00 to pursue his investigations. Congress denied the request.

On the 30th of July 1872 Dr. Loomis was granted a U.S. Patent #129,971. The essential part of the letters patent indicated, ".....The utilization of NATURAL ELECTRICITY.....by suitable conductors.....relying upon the disturbance produced in the two electro-opposite bodies of earth and atmosphere producing communication WITHOUT AN ARTIFICIAL BATTERY OR THE FURTHER USE OF WIRES OR CABLES TO CONNECT THE OPERATING STATIONS". (Caps mine in the above quotation).

This was accompanied by a drawing illustrating his idea of how the atmosphere would produce a signal at the receiver and was supposed to show how signals were transmitted. It was on the basis of this pictorial illustration that the patent was granted to Dr. Loomis.

Following this, he dropped the idea and did not pursue it further. No practical workable system ever came out of his ideas, nor was any practical telegraphic demonstration ever forthcoming.

An American physics teacher, Amos Emerson Dolbear read a paper before the Society of Telegraph Engineers and Electricians in London on the 23rd of March 1882. The subject of his paper was "The Development of a New Telephone System".

In his demonstration he connected one side of a condenser microphone to ground through a battery. The other side of the microphone he connected to an elevated wire. Between ground and another elevated wire parallel to and not so far from the first wire, was connected a telephone receiver. Speech impinging upon the microphone could be heard in the telephone receiver.

Here the operation has the earmarks of magnetic induction between two wires in contrast to electromagnetic radiation.

In 1882 a patent was issued to Dolbear on his system. In a matter of speaking, one might almost consider Dolbear's system to be a forerunner of our present day radio telephony which, however, did not appear in a practical sense for several decades.

There seems to be considerable doubt as whether or not Dolbear had ever heard of Maxwell and his work. No further progress towards a practical, workable system ever came of his demonstration.

On a farm near Murray, Kentucky in 1885, a telephone employee, Nathan Stubblefield, gave a public demonstration of what he called "Wireless Voice Transmission". This he accomplished by driving two metallic rods into the earth a number of feet apart. A telephone receiver was connected between the two rods. At a modest distance away, two similar rods were driven into the earth and a microphone in series with a battery was connected between them. Speech directed into the microphone was heard in the telephone receiver. Later tests were conducted between two rods driven into a river bank, and two wires trailing behind a boat off shore showing similar results.

Elated by these results, Stubblefield claimed ability to send messages by his system through the earth, the water, or the air, to ANY POINT on earth! This was never carried out or demonstrated in any further manner.

Stubblefield's system depends for its operation upon ohmic conduction, and not at all upon electromagnetic radiation. Operation over any large distances simply would not be practicable. This was a far cry from the broadcasting of radio signals as we know it today!

Heinrich Hertz, a young German physicist became interested in Maxwell's predictions indicating the possibility of electromagnetic radiations of wavelengths much greater than those of light but having the same characteristics of propagation. To demonstrate Maxwell's theory, Hertz set up some laboratory experiments in 1887 in the hopes that such waves did, in fact exist, and that they behaved like light waves.

Hertz succeeded in transmitting electromagnetic waves across his small laboratory and was able to demonstrate with his experiments that these waves did exist and that they did obey the laws of physical optics thereby confirming Maxwell's theory.

Being an experimental physicist by nature and training, and having succeeded in his experiments to his own satisfaction, Hertz was not interested in pursuing the subject further. In fact, he commented sometime later to a colleague that he saw no future for electromagnetic waves beyond the laboratory!

However, these Hertzian waves as they became known, aroused the interest of experimenters in many parts of the world.

In a brief magazine article in 1892 Sir William Crookes made the prediction that Hertzian waves might be used someday for telegraphic communication through space. However, no suggestion as to how this might be accomplished was forthcoming from him.

Sir Oliver Lodge received his Doctor of Science degree from the Royal College of science in 1877. By 1881 he had been advanced to the rank of professor at University College in Liverpool. He was barely nosed out by Hertz in the discovery of electromagnetic radiation.

The coherer was named by Lodge. He was the first one to suggest that the coherer developed by Branly might be used as a detector of electromagnetic radiations. This he demonstrated in 1894.

Lodge, while working with Marconi sometime later, developed the principles of tuning (resonating) wireless circuits, thereby making it possible to operate on a specific wavelength.

Aleksandr Stepanovich Popov was a teacher of electrical engineering and physics at the Naval College at Kronstadt. In 1894 his interest had been stirred by a lecture given by Sir Oliver Lodge describing the work of Heinrich Hertz.

Popov immediately began experimenting with coherers in studies he was pursuing in connection with the prediction of thunder storms by wireless. Following these investigations, Popov published a paper in January 1896 indicating his belief

(Continued to Page 25)



Michael Faraday



Alexander S. Popoff



Georg Simon Ohm



Mahlon Loomis

Who Should Be Honored ? Scott

that his apparatus IF PERFECTED could be used for the reception of signals over a distance without wires PROVIDED a suitable transmitter COULD BE BUILT. In this paper he presented a diagram and a general description of a receiver for wireless signals embracing the coherer. This antedated Marconi's first publication. Nothing more was forthcoming.

The disclosure in this paper is the basis for the claims made by the U.S.S.R. that Popov "invented wireless".

Unfortunately Popov was so involved with his teaching duties that he never did follow through on any ideas he might have had and consequently dropped the subject.

After reading the article by Crookes suggesting the possibility of using electromagnetic waves for telegraphy at a distance, the interest of a young 18 year old lad was aroused. He then and there made it his life's goal to perfect and establish a SYSTEM of wireless communication of worldwide extent, on land as well as on sea!

This young man was Guglielmo Marconi. Born of an Italian father and an Irish mother in Bologna, Italy in 1874, he was educated at Leghorn University and at the University of Bologna. Here he studied what was then called the Science of Electricity.

Encouraged in his ambitions by the experiments of Hertz, he decided to carry out some experiments of his own. These were conducted on his father's farm and in these experiments he replaced the dipole radiating system of Hertz by an elevated wire and ground. Between these he connected his transmitter. At his receiver he used the same sort of elevated wire, which he called an antenna, and ground.

Having studied Branly's coherer and improved upon it, he followed the suggestion of Lodge and used it as his detecting device.

Marconi's first transmission took place in 1895 and extended over a distance of a little less than two miles. Following this in 1896, when he was 22 years old, Marconi took his equipment to England. There the British government witnessed a demonstration of his equipment after which they issued him a patent for his system of wireless telegraphy.

The following year the British Marconi Company was formed with 23 year old Marconi as its chief engineer! In these early days Marconi was materially helped by Lodge who, as we indicated earlier, developed the idea of tuned circuits. This made it possible for operations to be carried out on a specified wavelength.

The United States Navy invited Marconi to come to this country in 1899 in order to demonstrate his system. He responded and his wireless was installed on the battleships Massachusetts and New York. In the resulting tests communications were carried out between the two ships over a distance of 36 miles.

One of Marconi's dreams was to someday bridge the Atlantic Ocean with wireless waves. To attempt this Herculean effort - and many scientists were convinced that it could never be done - Marconi set up a transmitter at Poldhu, a tiny place on the Cornwall coast of England, not far from Lizard Head. The receiving station was located on the frigid and windswept coast of Newfoundland at St. Johns.

On Thursday the 12th of December 1901, the first wireless signal, the letter "S" was transmitted across the Atlantic. This signal was again received the next day at the prearranged time. It is interesting to note that while the scientists of the day had insisted that such a transmission was utterly impossible because the rays emitted from the transmitter travelled in straight lines and that Poldhu to New Foundland was away around the curvature of the earth, yet the transmission did take place. It must be remembered, however, that the Heaviside Layer and its effect on radio transmission was completely unknown at this time.

Following the trans-Atlantic transmission the commercial development of wireless proceeded at a rapid pace both ashore and aboard ship.

During his lifetime Marconi was the recipient of many honors. He was knighted by the Italian Government in 1897, awarded the Nobel prize in physics jointly with Professor Braun in 1909. The title of Marquis was bestowed upon him by the Italian Government in 1929. In addition to these he received many other honorary titles and degrees. Guglielmo Marconi died in Rome on the 20th day of July 1937 at the age of 63.

Looming on the early horizon was another contender for recognition in the wireless arena, one Nikola Tesla. His many accomplishments in the electrical field and his great contributions to the welfare of mankind are well known today.

Tesla was a Serbian who came to these shores as a 28 year old immigrant in 1884. Four years later he presented a paper on a "New System of Alternate Current Motors and Transformers". As a result of his concept of the rotating magnetic field he invented the a-c motor, the a-c generator, and he also gave us the polyphase system of a-c power distribution. This we know today as our three-phase system in this country.

It was about 1889 that he became interested in alternating currents in the radio frequency spectrum. An outstanding development in this area was the radio frequency resonant transformer, more popularly known as the "Tesla Coil".

Tesla suggested the possibility of wireless telegraphy in 1892 but unfortunately like Professor Steinheil in 1837 who made the same suggestion, he never did develop any equipment to consummate his suggestion.

Later in 1898, having become interested in remote control by this time, he demonstrated a model ship controlled by wireless. From remote control he went on to become interested and to work on a system for the transmission through the earth by wireless of large amounts of power. This, however, he never brought into fruition. After this he showed little further interest in wireless.

Tesla was a man with a remarkably active mind, an inventive mind. He was referred to by some as a genius and by others as a near-genius. He had the facility of spewing out ideas at random like pellets from a shotgun. Some hit the target and were successful and some missed the target completely and resulted in naught.

Society, world wide, is indebted to Nikola Tesla for much. We would very likely not have many of the labor saving devices we have today were it not for him.

Tesla and Edison became bitter enemies over their respective ideas about electric power transmission and utilization. Edison favored d-c power and d-c distribution; Tesla on the other hand favored the much more economic a-c power and a-c distribution. This feud carried on for a long time and in 1912 the Nobel prize in physics was awarded jointly to both Edison and Tesla. At this Tesla flew into a gigantic rage and utterly refused to accept it if he had to share it with Edison.

In his declining years Tesla became a lonely recluse and was regarded by many as a man of mystery. He never married. Tesla died at the age of 87 on 7 January 1943. At his death he was penniless and alone.

Another but later claimant for recognition in the field of wireless is the Reverend Father Joseph Murgas. He has been designated by the Wilkes-Barre newspapers as the "Father of Radio" and the "First and Foremost Inventor of Wireless Telegraphy". He has also been indicated by them as the "Oldest Operator of All Time".

Father Murgas received a patent on his system in May 1904. This places him as somewhat of a Johnny-come-lately in the scheme of things it would seem. With his system he transmitted a message from Wilkes-Barre to Scranton something of the order of 16 miles.

Careful examination of his patent shows his system to be an equi-time system wherein the characters of the code corresponding to dots and dashes are all dots of equal time duration. The differentiation comes about through the characters representing dots of one audio tone and the characters corresponding dashes were of a different audio frequency. They were then translated at the receiver.



(Concluded at bottom of the column to the right)



NEW MEMBERS

2803-P

SCHOLES, DAVID (Dave/*)

1431 Harrop Rd. March 3, 1978
Victoria, B.C. Canada V8P 2S5
Phone: 604/477-3563
FS: 1932 - Royal Canadian Corps of Signals Dist. #11/9CIT
AMATEUR: VE7DY Join Net? Not yet.
QSP: A. Len Polack

2804-P

HILL, JESS O. (X/Emma)

3864 Enos Ave. March 3, 1978
Oakland, CA 94619
Phone: 415/531-4886
FS: 1932 - SS Arctic/WQC
AMATEUR: W6BFU 1928 Join Net? Yes
QSP: John N. Elwood

2805-V

BRADFORD, ARTHUR D. (Art/Margaret)

214 Chestnut St. March 3, 1978
Duxbury, MA 02332
Phone: 617/934-2756
FS: 1943 SS Covalt/KJGT
AMATEUR: W1EQK 1956 First Call: W2BQK
Join Net? Yes
SOS: Oct. 22, 1943 SS Peregrine White, KYNV
QSP: QST

2806-P

CHAMBERS, WILLIAM E. (Bill/*)

P.O. Box 606 March 6, 1978
Sultan, WA 98294
Phone: 206/793-2591
FS: 1937 - SS Yukon/WCCZ
AMATEUR: W7BYK 1932 Join Net? NF
QSP: George A. Onsum

2807-V

WILSON, ALAN H. (Al/Georgina)

2221 Kinross Ave. March 6, 1978
Victoria, B.C. Canada V8R 2N4
Phone: NF
FS: 1941 - Shediac, N.B./VFU
AMATEUR: VE7AXW Join Net? Yes
QSP: John N. Elwood

2808-P

ALCOX, JOSEPH H. (Joe/Helen)

1020 Grissom Court March 6, 1978
Redding, CA 96001
Phone: 916/243-8434
FS: 1929 - USS Detroit/NISP
AMATEUR: K6PJF 1955 Join Net? Yes
QSP: Harry H. Plumeau, 1747-P

2809-SGP

SAYRE, ALBERT GERALD Mar. 6, 1978

104 East High St. (Gerry/Iva)
Box 462
Milton, WI 53563
Phone: 608/868-2192
FS: 1918 - USS Illinois/NHO
AMATEUR: W9NC 1978 Join Net? NF
QSP: John N. Elwood

NEW MEMBERS - turn to Page - 30. Listing of Technical Associates and Silent Keys also recorded Page 30.)

2810-V

GOOWIN, MARTIN B. DR. March 6, 1978

1001 Pile St. (Doc/Bette-Jane)
P.O. Drawer 1628
Clovis, NM 88101
Phone: Home: 505/763-6880
Office: 505/763-3493
FS: 1941 - Goose Bay Cannery, B.C./VY8V Join Net? Yes
AMATEUR: W5YQ 1971 First Call VE5UI '34
QSP: Richard A. Hilferty, & Sparks Journal

2811-SGP

LEIGHTON, LEE R. March 6, 1978

3610 Lighthouse Dr. (Lee/Audrey)
Palm Beach Gardens, FL 33410
Phone: 305/626-5711
FS: 1917 SS El Cid(So. Pacific S.S. CO KKT
AMATEUR: K4AY 1976 First Call: 2AKR
Join Net? NF
QSP: N.L. Brotzman

2812-P

CONRAD, JOHN H. (Johnny/Doreatha)

1041 South 158th March 9, 1978
Seattle, WA 98148
Phone: 206/243-6907
FS: 1929 - Tug Foss #21/KGAX
AMATEUR: W7RNX '77 First Call: K7BU
Join Net? Yes
QSP: Jerry Whittaker

2813-M

THOMAS, JOSEPH L. (Bud/Pat)

P.O. Box 107 March 10, 1978
C/O FPO Seattle, WA 98790
Phone: 907/487-4375
FS: 1963 - USCGC Abescon/NBNP
AMATEUR: WA4JOO 1974
Join Net? NF
QSP: NF

2814-M

FULTON, JOHN R. (X/Edith)

AAFES - Berlin March 11, 1978
APO NY 09742
Phone: 030/773-4360
FS: USA-SC (Berlin)
AMATEUR: None
QSP: Ralph Siebert, 2772-M

2815-V

GABRIEL, HENRY (Hank/Caroline)

572 NW Darnielle St. March 11, 1978
Hillsboro, OR 97123
Phone: 503/648-9832
FS: 1941 RO/D17 USAF (Geiger Field)
AMATEUR: W7IQJ '957 Join Net? Yes
QSP: Thomas V. Haygarth, 1923-P

2816-V

PCHENY, JOHN (X/Dorothy)

226 Marshall Dr. March 12, 1978
Fort Walton Bch. FL 32548
Phone: 904/242-8401
FS: 1941 - US Army/Classified
AMATEUR: W4VXV First Call: WIJNE '35
Join Net? NF
QSP: John Elwood

2817-V

ZUZULA, JOHN J. (Jack/Marion)

P.O. Box 430 March 13, 1978
Sackets Harbor, NY 13685
Phone: 315/646-3683
FS: 1944 Kwajalein Atoll/Var-Mil
AMATEUR: K2GWN 1955 Join Net? Yes
QSP: QST

It is hard to justify his title of Father of Radio unless the designation is in deference to his religious title of Father. Nor can one really subscribe to the claim that he was the First and Foremost Inventor of wireless. As witness, Marconi's equipment was installed aboard the American Liner St. Paul in 1899 and in this year the ship communicated with the wireless station on the Isle of Wight some 60 miles away. This was five years prior to Father Murgas' patent! He was 10 years older than Marconi. Perhaps this is the basis of the claim of being the Oldest Operator of All Time!

Each of the previously named men have been put forward at one time or another as the inventor of wireless. It must be remembered that in any area of endeavor it has always been important to be at the right place at the right time. Every school boy knows that Lief Ericson set foot on this continent centuries before Christopher Columbus. Yet Columbus is credited with having discovered America. Columbus just happened to be in the right place at the right time. So in a somewhat analogous manner it might be said that wireless has its Lief Ericsons and its Columbuses.

It is not for me to say who did or who did not invent wireless - if any ONE did. You have the story of the people involved and who worked in the area. You now may be the judge as to whom the credit should go.

Many years ago Sir Walter Scott in his "Lay of the Last Minstrel" expressed the situation most fluently by saying:

"I cannot tell how the truth may be;
I say the tale as 'twas told to me."

In rendering your decision it might be helpful to keep in mind the words of a collaborator of Edison's, a Dr. George M. Beard when he spoke on the subject of to whom the honor of a scientific discovery should be credited. He stated, ".... The honor belongs not to him who first sees a thing, but to him who first sees it with expert eyes; not to him who drops an original suggestion, but to him who first makes that suggestion fruitful of results.....If to see with the eyes a phenomenon is to discover the law of which that phenomenon is a part, then every schoolboy who, before the time of Newton, saw an apple fall, was a discoverer of the law of gravitation....."

I must leave you now to your cogitations. Should you find yourself on the horns of a dilemma, be assured that I am also.

HAMMING AT SEA

(Continued from P-15 - Maclaren)

be heard on the ham bands during our next voyage -- there would be a lot of K's and W's wondering wh' hoppen' to Doc and Jock.

The solution of this dark hour came from an unexpected quarter. It was solved by my XYL, who almost as soon as I arrived home, said with that maddeningly simple logic of the female creature: "Well, why don't you take your Viking Ranger on board the "Del Mar" next trip, Jock? Than you and Doctor Hawkins can still go on the air and . . ."

This wifely suggestion resulted in the birth of W5FGO/MM. On the following Thursday, our sailing-day, I cradled my Ranger into my arms and carried it up the "Del Mar's" gangplank to the accompaniment of various wise-guy remarks such as, "Say, what you got there, Sparks, a radio?" I told them, of course, they were crazy - it was a lawn mower.

The "Del Mar" sailed at 3 p.m. and I went on duty in the ship's Radio Office as we headed down the Mississippi River bound for our first port of call, St. Thomas, in the Virgin Islands. After the rush and bustle of sailing, the six crowded days of our stay in New Orleans (there is never sufficient time to do all the things we want to do!), neither the Doc nor I felt like going on the air.

The next day, however, we perched the Ranger on top of the Doc's 75A1 receiver and I proceeded to manipulate the various control knobs. The Ranger loaded easily into our Rube Goldberg antenna and, as the Doc was wont to say, we were in business again. The first contact was made by Doc on 10-meter 'phone with K6GLC, Jim, in Rialto, California, who, if he ever reads this, will learn he was a "first" with W5FGO/MM. This was especially interesting to me, as I had had little luck with my Ranger from my home QTH (Gretna, La.) on 'phone with the Ranger. I had, however, replaced a faulty coupling condenser, which may have made the difference!

At 5.30 that afternoon I tried out the Ranger on 15-meter CW and got a 559 signal report from WØHAO, Bill, up in Davenport, Iowa. Then W5BVF, in Galveston, Texas, called me, and I had to explain the why-and-wherefore of the "Del Mar's" amateur call-signal change from KØDLC/MM to W5FGO/MM -- this I was to do many times during the ensuing voyage.

Meanwhile, the "Del Mar's" would-be amateurs had dwindled to one stubborn candidate, our Chief Officer, Wiley West, whom the Doc had already introduced to the mysteries of Radio Fundamentals and was diligently practicing the dots-and-dashes. Bill Sistrunk, by the way, had taken the trip off for his annual vacation, much to the Doc's relief!, who now threatened to do some mighty DX work free from the clutches of old 'Phone-patch Bill.

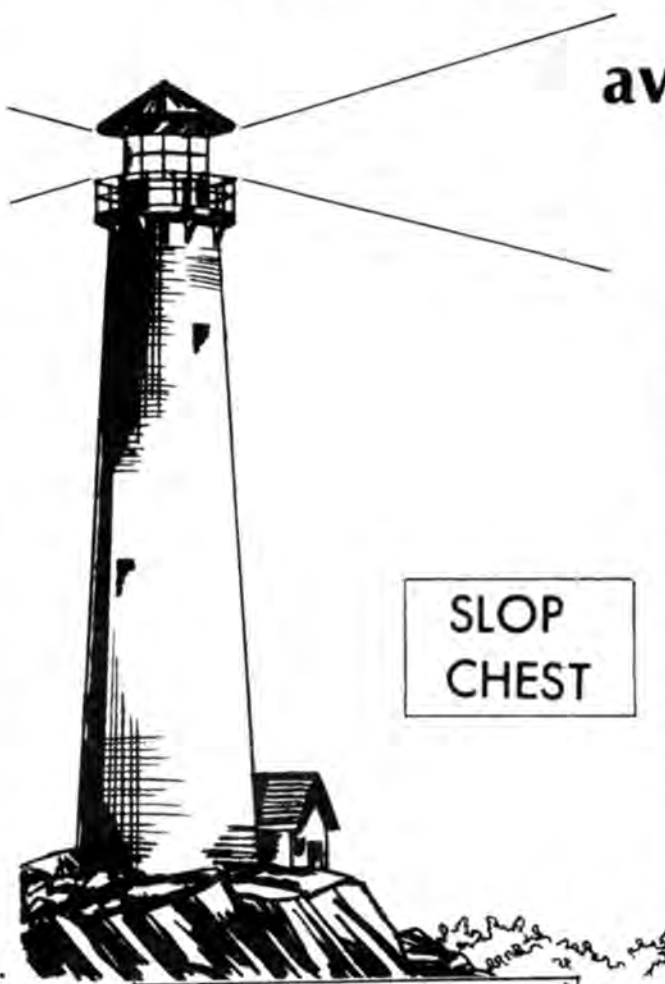
As we were leaving St. Thomas harbor, I tuned around and heard W5HR shouting in on 10-meter 'phone. I zeroed-in on him, grabbed the mike and started hollering W5-Henry-Radio. Paul came right back, gave me a signal report of Q5 S9 plus 5 DB's (we have noticed before that the skip-distance on 10-meters appears to be right on the nose for the Eastern and Southern U.S. from the Virgin Islands area) and asked me if he could 'phone-patch me to any of my friends in New Orleans. I gave him my Gretna telephone number and, of course, there was no answer but the busy signal! -- my XYL was not at home. Paul then put me through to various other friends in an excited search for the missing XYL, and finally we caught her coming in from shopping. It was a big thrill -- the first time I've ever spoken to the wife from a ship at sea. But you may guess the inevitable result -- neither of us could find a thing to say!

Our first foreign contact on 'phone was on 15-meters with G3BAG in England who gave the Doc a report of Q5 S9. The Ranger was to give us many pleasant surprises during the trip, aided no little by the sensitivity of the Doc's 75A1 and its ability to separate and pull in the signals.

Well, to make a long story short and not repetitious, I'll end this by running off a few items which stick in our memories. I met, via the dots-and-dashes, W3OB, Mac, the secretary of the Maritime Mobile Club, who welcomed me aboard. W3AMA, Peggy, who has a beaut of a "fist" and has endeared herself to a bunch of sea-going-hams. Wiley was given his Novice exam by the Doc and is now awaiting his ticket. (Wiley is now Capt. with Delta.) We supplied K6EXQ, Connie, with her 25th and final M/M QSL card for her certificate. ZB1AJX and W5BVF worked us both as KØDLC/

Summary of Slop-Chest items

available to members



SLOP CHEST

IMPORTANT NOTICE
Assorted scrimshaw and artifacts available are designed and fabricated for SOWP members by craftsmen and artisans under the Direction of the Ancient Mariner in our modern plant where pure ozone, mixed with other rare ingredients are combined to produce rare geegaws and paraphernalia of doubtful intrinsic value but which carries this stamp of approval: "Guaranteed to be pure and unadulterated and harmless if used in small quantities. All items stock in the Ship's Slop-Chest carry the guarantee of the Ancient Mariner to bring satisfaction or money will be cheerfully refunded -- subject to a bit of dickering on the details."



DeMurch
"SO ONE WORD WAS MISSPELLED... PICKY, PICKY, PICKY!"

MM and W5FGO/MM . . . Mary, KN1ABO, teased the pants off the three of us for over an hour on the key . . . Wiley built the Heathkit DX-35 and we gave it an "air check" . . . he's hunting for a receiver now but we've been spoiled by the 75A1! . . . I mailed out 212 W5FGO/MM cards, received 92 . . . we removed the rig from Bill's cabin to Wiley's, who also has an A.C. outlet . . . skip distance from east coast of South America was found to be very erratic when working any U.S. spot, especially on 'phone . . . we found lots of fun among the Novice frequencies on 15 CW . . . both Doc and Wiley accused each other of being mike-hounds . . . had a very good 'phone-patch contact with K5ALK, in New Orleans - one trouble with MM working is interference with ship's broadcast receivers and ship's radio-shack.

Doc Hawkins said goodbye to the "Del Mar" in New Orleans, Feb. 28th, and with him, much to our chagrin, went the 75A1 receiver. This took the "Del Mar" off the air. But we all had so much fun out of KØDLC/MM and W5FGO/MM, that it's a pretty good bet that it won't be long before Wiley puts ye goode shippe "Del Mar" back on the ham bands.

--Harry A. Maclaren "Jock", W5FGO

PRICES ON SOWP SLOP CHEST ITEMS

We are trying to price the various emblematic items stocked at near cost to promote their use by members as we feel their use directly or indirectly has a promotional co-efficient which we should not overlook.

Quotations in our last Journal (Vol. 1-3) is valid for most items. We do need to adjust postage on QSL CARDS and for our STATIONERY items. Cost of cartons for packaging is about 25¢ per package. Add to this postage at 4th class rate for the pounds indicated PLUS insurance @ 40¢ to \$15.00 value and 60¢ above \$15.00 in value (Canada & Foreign minimum is 60¢ per package). In addition on Canadian and Foreign orders, please remit, payable in US funds as EXCHANGE rates have adversely affected us.

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LABELS

- #1. BLUE on white 3/4x1 1/4 per 100 1.00
- #2. RED on white (1 1/2" circle) 100 1.00
- 100 above mixed (same price) 50/50

DECALS

Durable, Vinyl, rich dark blue on yellow stock, water resistant, self stick ea \$1

PATCHES/CRESTS

- Multicolor - 3" size 1.50
- Large 8" for back of coat 5.50

BANNERETTES

Beautiful emblem for wall 2.50

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Holds 3-year vol. of Journal 3.50*

(* This is a new item and costs have not been determined. We will raise or lower price if experience necessitates.

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Thousands of SOWP QSL cards have been ordered by our members and many of them have sent in repeat orders. We think they are "tops". Shells are printed in two colors (Red and Black) ready for imprinting which is done at reasonable cost. No change of format is available for address side of card, but copy on front can be tailored for space available to member's idea. NOTE: A slight change has been made in front side allowing for larger size call letter (type) to be used. The following prices will still prevail, however on No. 2 item add 25¢ for 100; 35¢ for 200 75¢ for 500 and \$1.25 for 1000 cards to total (5). Any excess will be returned in postage per actual postal cost less 25¢ per carton for mailing. BE SURE and add insurance if wanted as we will not be responsible for loss in the mail. Residents of Calif, add 6% tax (Line 5 less line 2) which is sent printer. All stock is KROMOCOTE. We have completely discontinued the #110 index stock

QUANTITY	Note	100	200	500	1000
Shells	1	2.00	4.00	9.50	18.25
Pkg/Mail cost	2	1.00	2.00	2.85	3.25
TOTAL (Shell)	3	3.00	6.00	12.35	21.50
Imprinting(*)	4	5.50	6.25	7.75	12.50
TOTAL(Printed)	5	8.50	12.25	20.10	34.00

STATIONERY

ITEM & QUANTITY	50	100	300
Letterheads	2.00	3.75	10.00
Note Heads	1.75	3.25	9.00
Env. #10 Large	3.00	6.00	16.00
Env. #6	2.50	4.00	11.50

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Tales of the Wireless Pioneers

SPARKS



JOURNAL



Adventures & Experiences of Professional Brass Pounders
Around the World



-FLASHBACK-

The Fledgling

-By-

John Lingards Sykes 2431-SGP

'SEE THE WORLD FROM AN EASY CHAIR'. The headline to the magazine advertisement was startling enough but it was the second line 'AND GET PAID FOR IT' that clinched the matter. The date was Jan. 4, 1918 and in two weeks time I would be sixteen years of age. The Great War was well into its fourth year and looked like going on for ever. In another two years, all being well, I could be in France seeing mud and blood from a trench parapet and the prospect did not appeal to me one little bit. I read on to find that all one had to do to qualify for this magic seat was to become a wireless operator in the merchant navy. It seemed that training could begin at home with a series of twenty 'easy' lessons by post together with practise in sending and receiving using 'Morse key and buzzer supplied'. On completion of the postal course, the student was required to attend a school at Edinburgh for from five to seven months practical work prior to sitting and passing an examination set by the Postmaster General. The advertisement went on to explain that merchant service wireless operators enjoyed full officer status from the day they joined their first ship, wore gold braid, had their own cabin and dined free of charge at the captain's table. It read like a fairy story and even the small print footnote about a fee being payable failed to dampen my ardour. My job at the mill was at best only semi-skilled and offered little prospect of advancement but as an officer in the merchant navy the whole world would be my oyster. In my excitement I clean forgot that I didn't like oysters.

The task of persuading my father to allow me to enroll for this all-transforming study course proved easier than I had feared. Ever since the death of my first mother from tuberculosis some fourteen years earlier, he had worried over my weak chest. Now he very quickly convinced himself that sea breezes were just what I needed. True, thirty pounds was a tidy sum but if he put in still more overtime each week he could find it. Surprisingly in retrospect, I can't recall that in the family we ever spoke of the one million or more tons of merchant shipping currently being sent to the bottom every month by enemy mines and torpedoes but it must have been at the back of all our minds. Anyway, water was cleaner than mud and an armchair more comfortable than a camp stool. Letters were written, forms filled in and a money order posted.

The arrival of my first package of study materials was something of an event. The Morse key and buzzer at once set me apart as a budding hero. Visitors to the house never tired of hearing me send out the dramatic letters SOS and a disturbingly large number of them appeared to take it for granted that I and my captain would remain at our posts and go down with our ship. "Damn it Sir; it was traditional and anything less would be both an anti-climax and un-British." At such moments my enthusiasm for armchairs and gold braid wavered somewhat and I began wondering where I might purchase an inflatable waistcoat and whether it would show up under my uniform jacket to reveal me the coward I knew myself to be. It was only because of my timidity that I had never learned to swim. However, unless I fell into the canal in the meantime, and I had to traverse its banks twice a day on my way to and from work, I ought to enjoy the best part of a year before even my most sacrificial fans could expect me to drown and at sixteen..... a year is a long time.

Still, I did my best not to delay matters unduly and I generally managed to post a completed answer paper every Monday. My growing skill in Morse sending and receiving was more difficult to assess. As the weeks passed my own excitement and my parents' mixed pride and anxiety grew apace.

Apart from two or three holidays in the Isle of Man where my paternal grandmother kept a small boarding house I had never spent a night away from home. Now, on my own and unprotected, I was about to venture into a strange land about which we knew next to nothing. While father maintained that he had both seen and heard Harry Lauder at the local Palace of Varieties neither mother nor I had ever knowingly clapped eyes on a Scotsman. From my school history books, I was aware that the Romans had found them to be a pain in the neck, so much so that in the end they had had to build a wall to try to keep them in their place. Even so there were Englishmen who still claimed:

'They didn't build it strong enough
They didn't build it high enough,
They didn't build it long enough
And they didn't build it soon enough!'

On the other hand, I recalled that Uncle Amos had once sent a hat to be cleaned and blocked at Perth and how it had come back looking quite different! Uncle Amos swore that it had been cleaned in whisky and blocked over something he called an 'aggis' and there was a story that on one occasion after being caught in a heavy shower he had been seen sniffing the lining and tentatively chewing the brim. Again, the Scots were on our side against the Germans and were doing a first class job.

It was mother who came right out with it: "Happen t' men were all right but what about t' women? What I want to know is will t' lad be safe?" The fact that I seemed more than ready to take my chance did nothing for her peace of mind. The only three Scotswomen we had ever heard of were Flora MacDonald, Annie Laurie and Mary Queen of Scots. It seemed they all had had their points but were they respectable? Mother had her doubts but even she had to concede that they were all dead. Her fears were not easily brushed aside but as father pointed out it was now a bit late in the day. We had paid our brass and there wasn't a hope of getting it back. It was the right note and brought silence if not complete conviction.

Other weighty problems had to be sorted out not least what to do about my washing. Would I have to send it to a laundry or would my landlady do it for me? This time mother put her foot down and kept it there. Didn't we know that laundries ruined clothes? Why some of them had special machines for eating buttons. As for my landlady doing my washing, mother's answer came as close to not being likely as her Methodist upbringing would permit. It seemed she had once seen a picture of a Scots washerwoman at work and the thought of it still shocked. I'm not having sweaty feet whether Scotch, Chinese or Eskimo tramping out the vintage on our Jack's Sunday shirt, and that's that! He can send his washing home and then I'll know that he isn't going about with holes in his socks and looking as though he belonged to nobody." There was no dissenting voice. The oracle had spoken.

I was due to leave for Edinburgh about the first week in May and shortly after Easter the school secretary sent me a list of approved and recommended digs. They all charged more or less the same, between twenty-three and twenty-five shillings per week for a shared room and full board with the exception of weekday lunches. With nothing else to go on, I would have to make my selection on the basis of the nicest sounding address. To a sixteen year old boy brought up at 'Wood Top' and 'Nabbs Lane' names like 'Warrender Park Road', 'Sylvan Place' and 'Marchmont Crescent' were sweet music to the ears, ambrosia to the mouth and romance to the soul. As often as I could find solitude I would mouth them aloud, savour them on the tongue like luscious sweets or hospital grapes. For a whole week I delighted in choosing, changing my mind and choosing again. Huddersfield

boasted a 'Park Road' and a 'Place' but so far as I was aware there was no 'Crescent' and so in the end it was to Mrs. Bulloch of 23 Marchmont Crescent that I wrote asking whether she could put me up. On such flimsily taken decisions may rest the fate of a man, a country, an empire. Would my life have been different if I had chosen Warrender Park Road or Sylvan Place? Of course it would but in what way and to what extent, who knows? The letter received by return post was couched in the friendliest term. Mrs. Bulloch would indeed be happy to take me into her home. A widow with a nineteen year old daughter and a twelve year old son, she provided a 'home from home' for up to six students all of whom were pupils at the 'North British School of Wireless Telegraphy'. She went on to explain that 'one of her young gentlemen' had recently left to join his first ship and hence the vacancy. 'Young gentlemen', eh! A gracious expression that pleased father and came close to softening mother but which caused me much unease. I wondered whether in the course of time Mrs. Bulloch would think me a young gentleman? For the first time in sixteen years, I began to question my status in society. That I was a working class boy of working class parents and grandparents had never up to now caused me a moment's concern if only for the reason that all my friends and associates were working class. Now I was about to move into a new and almost certainly different environment. Take the five young gentlemen awaiting me at Marchmont Crescent - were they all working class and had they all had to go into a factory from their fourteenth birthday? Somehow I doubted it. What if they should look down on me or mimic my accent? Although it would be years yet before I learned what it was called, I had in one fell swoop acquired an inferiority complex as big as a haystack and twice as heavy. If I didn't cry myself to sleep that night it was only because I didn't sleep.

The question whether I was or was not a gentleman was the latest and most poignant doubt in my heart but it was far from being the only one. For as long as I could remember it had constantly been impressed upon me that I was a delicate child, an ethereal being whom the angels might snatch up at any moment and on no better excuse than that I had left off my chest protector, sat in a draught, forgotten to take my brimstone and treacle or my cod liver oil; had gone out in the mist, fog, drizzle, rain, hail, sleet or snow; that I had wantonly indulged in cricket or football. That I was flat chested, round shouldered and knock-kneed was not to be wondered at. Of late these blemishes on my growing manhood had assumed gigantic importance and I was spending many secret hours doing push-ups, struggling to stretch the springs of a chest expander or simply standing tall for long periods with my feet close together, a thick book between my knees and two more balanced on my head. Exercise might remedy my physical defects but how did one become a gentleman?

Then 'Came the dawn' as the silent film captions used to put it. Came the dawn, or more accurately, came a sense of perspective. I had been aware ever since my first reading of 'Alice through the Looking Glass' that the same word could hold different meanings for different people 'Gentleman' and 'gentlemen', what did they really mean? My recently acquired second hand dictionary quickly brought both enlightenment and comfort. It defined 'Gentleman' as 'A gentleman; a man of fine feelings and generous instincts'. Against 'Gentlemen' I found the words 'Male public urinal'.

So, if each of my fellow boarders-to-be was truly a gentleman he would know how to treat me whereas if they turned out to be merely gentlemen I would know how to treat them. Truly, no one ought to be without a dictionary.

Brave words but as I knew in my heart of hearts, all victories and defeats are transient and only the battle is eternal. Not only eternal - it has to be fought single handed. I sensed that in the months ahead I would have to fight it many times but that is another story.



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SAN FRANCISCO TO SAN PEDRO APRIL 20TH, 1916

BASE--BALL			
LOS ANGELES	5	VS	SAN FRAN. 1
OAKLAND	2	"	VERNON 0
SALT LAKE	13	"	PORTLAND 9

WASHINGTON D. C. -
SECY. LANSING HAS INFORMED GERMAN AMBASSADOR VON BERNSTORFF THAT THE PAPER SEIZED FROM WOLF VON IGEL, FORMER SECRETARY TO CAPTAIN FRANZ VON PAPPEN, MILITARY ATTACHE OF THE GERMAN EMBASSY WOULD BE RETURNED.
VON IGEL WAS ARRESTED IN NEW YORK YESTERDAY ON BOMB PLOT CHARGES.

WASHINGTON D. C. -
GENERAL HUGH SCOTT, CHIEF OF STAFF OF THE ARMY LEFT LAST NIGHT TO SPEND SEVERAL DAYS WITH GENERAL FUNSTON ON THE BORDER, AND CANVASS THE MEXICAN SITUATION.
WAR SECY. BAKER RECOMMENDED THAT SCOTT MAKE THE TRIP FOR THE PURPOSE OF GETTING ACCURATE INFORMATION AS MAY BE POSSIBLE FOR THE USE OF THE WAR DEPARTMENT. GENERAL FUNSTON REMAINS IN FULL CHARGE OF THE AMERICAN EXPEDITION AND RETAINS THE FULL CONFIDENCE OF THE WAR DEPARTMENT, SAID BAKER.
IT IS BELIEVED THAT GENERAL SCOTT'S

WASHINGTON
SECRETARY LANSING TODAY INFORMED COUNT VON BERNSTORFF, THE GERMAN AMBASSADOR, THAT HE WAS READY TO DISCUSS THE SUBMARINE SITUATION WITH HIM AND A CONFERENCE WILL PROBABLY BE ARRANGED FOR TOMORROW. YESTERDAY SECRETARY LANSING INFORMED HIM HE COULD NOT DISCUSS THE SUBJECT.

CHIHUAHUA CITY MEX. -
GENERAL GUTIERREZ, GOVERNOR OF CHIHUAHUA AUTHORITATIVELY STATES THAT THE REPORT OF VILLA'S DEATH IS ONLY RUMOR. THE AUTHORITIES ARE AIDING IN THE SHIPMENT OF SUPPLIES TO THE UNITED STATES TROOPS.

PITTSBURG -
HARRY K. THAW WAS GRANTED A DIVORCE FROM EVELYN THAW BY JUDGE JOSIAH COHEN TODAY. THE DECREE WAS ISSUED ON RECOMMENDATION OF ATTORNEY THOMAS MASTER. THE SUIT, FILED SEVERAL WEEKS AGO, CHARGED INFIDELITY. NO DEFENSE WAS MADE.

WASHINGTON -
PRESIDENT WILSON TOLD CONGRESS: I HAVE DEEMED IT MY DUTY TO SAY TO THE GERMAN IMPERIAL GOVERNMENT THAT IF IT IS STILL ITS PURPOSE TO PROSECUTE RELENTLESS AND INDISCRIMINATE WAR, THE GOVERNMENT IS AT LEAST FORCED TO THE CONCLUSION THAT THERE IS BUT ONE COURSE IT CAN PURSUE AND THAT IS UNLESS THE IMPERIAL GERMAN GOVERNMENT SHOULD NOT IMMEDIATELY DECIDE TO ABANDON ITS TACTICS IN SUBMARINE WARFARE, FRIENDLY RELATIONS WITH THE UNITED STATES WILL DISCONTINUE.

SAN FRANCISCO -
THE SCHOONER, R. C. SLADE, EIGHTYEIGHT DAYS FROM FREMANTLE AUSTRALIA FOR EUREKA, ARRIVED LEAKING AND MASTHEAD SPRUNG AS A RESULT OF HEAVY GALES ENCOUNTERED ON VOYAGE.

The Exposition Beautiful
PANAMA-CALIFORNIA EXPOSITION
San Diego California--1916

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OCEAN WIRELESS NEWS

Each trip the operator had to make a detailed report on the number of papers sold and an accounting of blanks left. The papers were sold for 10 cents each for many years and a small part of this was retained by the operator as compensation for the extra work. It was generally the job of the "mid" operator to cut stencils and mimeograph the paper - a 2 hour job if traffic was not heavy ... or the mimeograph didn't develop technical and mechanical problems! Four pages of press were always typed up, whether we received it or not!

The OCEAN WIRELESS NEWS was the title of a press release published on most passenger ships under contract with the Marconi Radio Telegraph Co., of American (later R.C.A.). Press received from KPH, WCC, etc. was typed on a mimeograph stencil, run off on forms charged to the operator

The SKIPPER'S LOG



FYI

for your information

BY
WILLIAM
BRENNAN



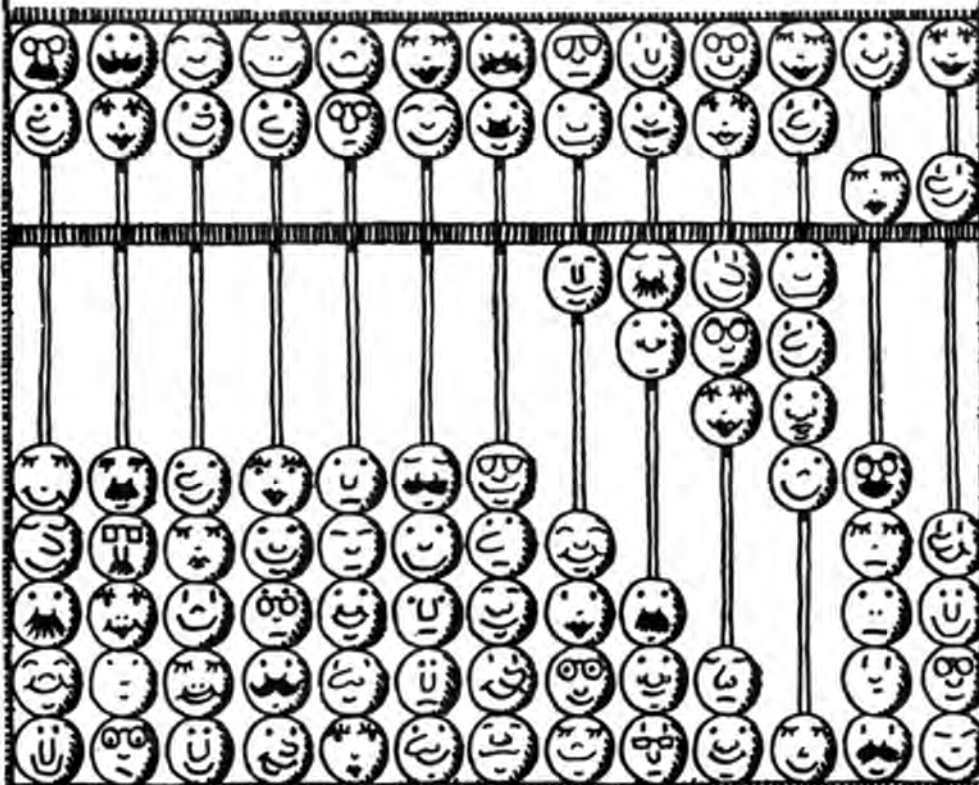
-- HAPPY ANNIVERSARY SOUP --

Ten years ago, on May 4, 1968, a small group (58 in all) accepted my invitation to found and formalize our new organization. Since then, "History has been made". This small group has now proliferated to nearly 3000 members and our growth shows signs of increasing rather than slowing down. We have in all modesty, become the largest 'professional'

organization of our kind in the world. We can thank hundreds of our members who continue to furnish valuable ideas and suggestions plus the many dedicated officers and directors (plus Net-officials) who have given liberally of their time, talent and effort. To them all -- we owe heartfelt thanks and a debt of gratitude that can never be repaid.

I would like to add a personal note to this letter to our members: I have now been at the helm of our good craft for better than ten years in an administrative capacity, first as Executive Director and now as President. My dedication and interest in the organization has never wavered ... and it never will. However, life is fragile and sometimes unpredictable. I have enjoyed good health for many years but I am now approaching eighty years of age and feel a slowing process. I feel that the Good Lord has been wonderful to me but at the same time I feel that prudence dictates that arrangements be made to have some one take over the active part of our heavy workload and its demands. I would like to phase out this demanding activity while I still have time to coach a new man in our system operendi.

(Continued to Page - 32)



The Chinese Abacus

Thought you would like to see our Americanized Chinese Abacus used for the speedy recording of dues by most efficient Mama-San! You will note (for the most part) the very happy, care-free expressions on the keys of our Abacus. The keys were carved by Confucius to make a little spending money when he was attending the University of California. It is called the 'Confusing' Abacus. Featured is a 'built-in' squench inhibitor which makes a spectrum analysis of the cash flow into the Society coffers ringing bells and lighting lights if a Spark-Gapper's check finds its way into the "Pioneer" column. Used in all countries of the Orient - you must see it in operation by a competent operator to appreciate its versatility. Unfortunately, ours is broken down so you will have to take a trip to the Far East to see one in operation.

The Morning Watch

Mention warships, and most people conjure up a picture of gray monsters, all abristle with guns, puffing fire and smoke. There's the obligatory close-up of a young sailor from West Virginia squinting through a gunsight and then a profile of The Old Man squinting through his binoculars. And there's a terrible racket.

Now that particular tableau is not all wrong. During my tour aboard one aging destroyer, we passed many a morning shooting and squinting. Neither were done in anger, fortunately, but I imagine we made a fair show in any case. And there were particularly memorable moments, like the time we scored a hit on the tow cable about a third of the way from the target toward the airplane doing the towing. As we anticipated, the pilot had a comment for us. In a reasonably level voice he said, "Please bear in mind that I'm pulling the target, not pushing it."

There never was too long a line formed to get the 4 a.m. to 8 a.m. watch—which was fine by me. It was my favorite. You kind of had the ship to yourself. It was a nice time to think and watch the sea.

And of course there were the sunrises.

Now that's an opportunity for a well-turned phrase. The watch reports, "Executed sunrise." Which really means the lights have been turned off. But somehow as you enter that in the log there's a special feeling about getting started on a new day. And, without too much effrontery, the wording suggests you had something to do about the sun showing up on time. And in the right place.

There's a lot to be said for the predawn hours as well. Steaming up north, you might see the aurora or, farther south, watch for hours its counterpart in the phosphorescent sea. Bluish fire erupts in the bow wave and sparks are thrown off to the sides. Occasionally a larger globe of light will appear a ways off in response to the invisible pressure waves. Astern, the wake is covered with dribbles and spatters of spilled fire. It's all rather magical.

On one of those quiet morning watches an extraordinary thing happened. Extraordinary for me, that is, because it was my first experience of the kind. The ship was quiet and the bridge darkened except for the warm little glow of dials and the dim illumination from the steering compass on the helmsman's face. The sea was glittering in crystal moonlight—that special night clarity far at sea. Everything had sharp edges, and I suppose that's what made the arrival of an undefined "presence" rather startling.

Let me be plain about it. It was a smell, an odor. But odors at sea have a strange import. Sea air is scrubbed clean and you move in an atmosphere so dominated by the pure essence that an intrusion is immediately felt. Without the potpourri of land scents to challenge its dominance, an intruder shouts its arrival. It's there, and no mistaking it. That's why it is no myth about being able to sense land a score of miles off.

So it was with this interloper—this olfactory founding. I knew later it had crept up the ladderway from inside the ship, snuffed into the pilot house, eased over the hatch coamings and snuggled around our legs on the open bridge. But at the time, it was just suddenly there.

First, its very foreignness labeled it a land fragrance. It was heavy with nostalgic references of some sort. There was an abstract sense of home, of comforts that have no legitimate place on a man-of-war. The speculations lasted only moments, really. The distinct aroma of fresh bread baking doesn't leave itself unidentified for long.

Compared to the delicious moments when that "presence" collided with the night air on the bridge, the

realization of its source in a brightly lit working space below decks seemed rather prosaic. I would have wished more time to savor the first impressions. A bakeshop once visited in a Swiss mountain village. A bread company just across the river from my rooms at the university. My grandmother's famous Christmas cookies. But, like a rather poignant dream that defies capture in a waking state, it had had its moment and been dispersed into the impartial night air.

Some of the disappointment was later voided when, as a courtesy gesture, the cooks sent the first batch, piping hot, to the bridge for our appraisal. It certainly beat the store-bought variety we'd been subsisting on since leaving port.

Contrasts abounded on those morning watches. The sea would become strangely remote on a four-to-eight spent with a boy I knew from Arkansas. He took it upon himself to repay my instructions in standing watches with some basic techniques for dealing with milking machines and hay mowers. After an hour or two I felt I'd not only be able to hook up twenty head of cows but probably also run the cream separator as well. This particular friend had an uncanny way of evoking alfalfa fields and pasture fences hundreds of miles at sea. I remember one morning, just at dawn, he was enjoying a glass of milk — again, courtesy of the cooks down below. He regarded the glass critically and made a humming sound. I asked him what was wrong. "Tastes green," he said.

He saw that didn't mean much to me.

"They let the cows into the winter wheat too early."

I was compelled to ask for my own glass. I've never enjoyed milk quite so much. It was a comfort to think that the parentage of our milk was a dewy-eyed cow in a sunny meadow rather than the cheerless metal container on the messdecks.

Sometime before first light, the navigator would emerge, sleepy-eyed, to take his morning star sight — with him a young officer learning the sextant trade. One such neophyte Magellan tentatively pointed out the constellations he knew. His stellar virtuosity met no applause but neither did it earn censure. He continued:

"It's interesting ... about Sagittarius. The archer?"

No comment. "The Greeks said he was the one that shot all the other stars into the sky. You can see the bow. And that star there is the point of his arrow —"

"Mr. Hendrix," the navigator interrupted, "in approximately one week you'll be up here alone handling the morning star fix. And I'll be in bed. When — and if — that time comes, you can spend all the time you want with your Greek friends. In the meantime, let's not bother ourselves too much with where the archer put the stars. We'll just try to muddle through and find out where we are."

One other regular visitor to our morning watches was The Old Man.

A short time after rising, the skipper makes his first appearance. More often than not he spends a few moments sharing the mood of the morning watch. It is full day now. The air feels good. The sea sparkles freshly. The ship moves gracefully and it's a good time to savor those qualities of the ocean that have appealed to men for a long, long time. The day's paper work, the problems of discipline and perverse machinery, the particulars of running an old warship with young men can all be held off for a few minutes. There is only his ship, a lot of water, and that special mid-ocean sky.

There's a lot to be said for the morning watch. It's a nice way to start a day.

WELCOME these NEW MEMBERS

Permission to Board



2818-SGP
MIRR, RALPH H. (X/*)
 150 Stewart Dr. March 14, 1978
 Tiburon, CA 94920
 Phone: 415/435-9629
 FS: 1918 - SS China/WVA
 AMATEUR: None
 QSP: W. Earl Wohler

2819-M
ZWEIGLE, EUGENE J. (Gene/Lorna)
 232 Marker St. March 15, 1978
 Long Beach, CA 90805
 Phone: 714/821-8288
 FS: 1963 - NAVCONUNIT ARGENTIA/NWP
 AMATEUR: W6SNR '76 First Call: KILQA '5
 Join Net? NF
 QSP: John J. Carter, 2523-P

2830-SGP
SEID, CLARENCE
 116 John St. (X/Florence)
 New York, NY 10038 March 16, 1978
 Phone: 212/369-5618
 FS: 1929 - SS Managua/RXAO
 AMATEUR: W2KW/KV4AD Early Call CAPB
 Join Net? NO
 QSP: Ed G. Raser

2821-P
HODGSON, RONALD H.T. (Ron/May)
 RR #3 (Nile Creek) March 18, 1978
 Qualicum, B.C. Canada V8R 2T4
 Phone: 604/757-8751
 FS: 1928 - SS Chief Canilano/VPBL
 AMATEUR: VE7BY First Call: C5BY/1926
 Join Net? Yes
 QSP: Sid Young

2822-V
NYE, WILLIAM A. (X/Toddy)
 3807 59 Ave. SW March 18, 1978
 Seattle, WA 98116
 Phone: 206/935-9634
 FS: 1944-SS Columbia/WGCC
 AMATEUR: W7IY/W6LXP
 First Call: W9GPI/1931 Also had calls
 W9LQD & W9OTA
 Join Net? NF
 QSP: Geo. A. Onsum, 474-SGP

2823-P
FRAZER, ROBERT A. March 21, 1978
 1302 Downs Dr.
 Silver Spring, MD 20904
 Phone: 301/622-3821
 FS: 1939 - USS Altair/NURJ
 AMATEUR: None
 QSP: John W. Hamblen, 2769-P

2824-M
VALMSLEY, DONALD March 23, 1978
 153 Worple Rd. (Don/*)
 Isleworth, Middlesex TW7 7HT ENGLAND
 Phone: 01/892-3239
 FS: 1968-HMS Discovery/MID54
 AMATEUR: G3HZL/1951 Join Net? NF
 QSP: Kenneth R. Palmer 887-V

2825-V
BOUCHIER, CLARENCE E. March 24, 1978
 812 Churchill Dr. (X/Mary Louise)
 Fredericksburg, VA 22401
 Phone: 703/786-4147
 FS: 1943 - USS Minneapolis/NACF
 AMATEUR: None
 QSP: George Bailey, 1528-V

2826-P
THOMPSON, GEORGE R. March 25, 1978
 Box 1044 (Tommy/Alvosta)
 Clatskanie, OR 97016
 Phone: 503/728-3700
 FS: 1938-USS Hull/NIZN
 AMATEUR: W7CJY Join Net? No
 QSP: John A. Peel

2827-V
KEITEL, JOHN C. March 27, 1978
 65 West Warren St. (X/Joan)
 Igelin, NJ 08830
 Phone: 201/548-3683
 FS: 1945 - USN Radio Stn. HI/NPN
 AMATEUR: W2GDZ Join Net? NF
 QSP: Lloyd H. Manamon, 2562-V

2828-P
DENNY, WILFRED I. March 22, 1978
 4516 Willow Brook Ave. (Wil/Elma)
 Los Angeles, CA 90029
 Phone: 213/663-8752
 FS: 1936 - Mackay Radio, S.F./KIET
 AMATEUR: W6FGT/1930 Join Net? Possibly
 QSP: QST

2829-V
GORDON, STANLEY A. March 31, 1978
 119 Summit St. (X/*)
 Hot Springs, Nat'l Park, AR 71901
 Phone: 501/623-8276
 FS: 1941 - 184th FA & 828TD, Grp. 1000th
 Signal Co. Comm. Chief/VAR
 AMATEUR: W2CVL/1947 First Call: W5GTN
 Join Net? Yes
 QSP: QST & IEEE

2830-M
LANGHOLM, BO J. March 31, 1978
 Rodluvans Vag 12 E (X/Rita)
 SF-00820 Helsinki, FINLAND
 Phone: 90-783896
 FS: 1951 - Helsinki Radio/OHC/OHG
 AMATEUR: None
 QSP: NF

2831-P
MOORE, TRUMAN O. April 2, 1978
 3132 North Granite Reef Rd. (Tom/X)
 Scottsdale, AZ 85251
 Phone: 602/945-4914
 FS: 1927 - USS Texas/NCD
 AMATEUR: W7FCQ/1978 First Call: W6OLD/
 1936
 Join Net? NF
 QSP: John N. Elwood

New Technical Associates

TA-72
JOSEPH N. KESSLER (Joe/Viva)
 1522 W. Golden Lane
 Phoenix, AZ 85021
 Phone: 602/992-0159 & 944-3202
 Development Engineer-Western
 Electric Co. 1929-1934. CDR.
 U.S.N.R. 1929 to Retirement '59.
 Active Duty 1940-'46.
 AMATEUR: W9GYP Join Net? Yes
 QSP: George L. Neek, 1290-P

TA-73
KREMER, DUNCAN (Dunk/Irma)
 Box 637 Jan. 3, 1978
 Vineyard Haven, MA 02568
 Phone: 617/693-1167
 RESUME: Holds a Third Class Ticket for
 operating ship to shore phone.
 Amateur W2JMG - 1935. Has over 40 years
 interest in communications by code,
 etc. Member is an Attorney at Law &
 offers assistance to older members in
 field if help is needed at some time.
 AMATEUR: W1GAY Join Net? Yes
 QSP: John Elwood

TA-74
CHRYSLER, BILL (Bill/Clare)
 150 Maple Road, Haverford, PA 19041
 Phone: 215/649-6225. Call in WA3QVY
 RESUME: Early Assn. with Electronics
 and Comm. dates from 1925 when head of
 radio sales org. in ND. Later, Adm and
 Supvr. radio comm. at the Dalles OR
 (1935-37) EOST. He participated in an
 Amateur Radio News Service and has or
 now belongs to ARRL, Magic Hour Net,
 Retired Marines Net etc. M: Toastmas-
 ters, Rotary, Sons A.R. Offers to
 assist but limited by health factor.
 QSP: A. G. Wentzel, Jr.

TA-75
HOLMES, ALVIN C.
 1941 Burton Ave. Jan. 27, 1978
 Burley, Idaho 83318 (Al/Rosa)
 Phone: 208/678-2140
 New TA was an engineer & Inspector.
 He served FCC as RI on ships in NY
 1937-'39 and Seattle 1944-'45. He has
 also been based in Portland, St. Paul,
 Salt Lake City, & Washington D.C.
 AMATEUR: W7CAP 1931 Join Net? No
 QSP: John Elwood

TA-76
BRAUN, HARRY B. Feb. 27, 1978
 175 S. Main St. (X/Amerissa)
 Dolgeville, NY 13329
 Phone: 315/429-9003
 RESUME: With USNR 1942-45 as radio/
 radar officer. Page Communications
 Engineers 1951-/67. (Project Engineer-
 Radio Systems for Armed Forces)
 Experience with radio backs to 1918
 when he worked for DeForest Radio at
 Highbridge, NY on receiver assemblies.
 AMATEUR: K11V Join Net? NF
 QSP: Max M. Jacobson W3DUG

TECHNICAL ASSOCIATES

TA-77
GORDON, FRANK M. (X/Mildred)
 268 S. Center St. March 10, 1978
 Orange, NJ 07050
 Phone: 201/675-6070
 AMATEUR: K2LOV 1955 Join Net? Yes
 RESUME: Experimented with circuitry &
 equipment from 1921 through the years
 especially with early day antennas &
 receiving circuitry. Taught radio in
 High School circa 1924. Has held office
 in several Amateur Radio organizations.
 Has attended meetings of the Pickerill
 Chapter as guest.
 QSP: Earl W. Korf

TA-78
SMITH, WILLIAM CONLEY (x/Jane)
 67 Cuesta Vista Dr. March 18, 1978
 Monterey, CA 93940
 Phone: 408/375-5030
 Field of experience and interest as
 Engineer-Instructor & Author.
 AMATEUR: K6DYX 1954
 Join Net? No
 QSP: B.J. Russell

TA-79
EITEL, WILLIAM WARREN March 28, 1978
 P.O. Box 120 (Bill/La Neil)
 Dayton, NV 89403
 Phone: 702/882-4187
 AMATEUR: W6UF Join Net? No
 La Neil has two calls: WA7LUN & WB6MRW
 QSP: John Elwood & E. Cady



NEW MEMBER CORRECTION

2805-V
BRADFORD, ARTHUR D. March 3, 1978
 214 Chestnut St.
 Duxbury, MA 02332
 Phone: 617/934-2756
 FS: 1943 - SS Covalt/KJGT
 AMATEUR: W1EQK Join Net? Yes
 QSP: QST

2804-P (CORRECTION TO 78/5P1)
HILL, JESS O. (*/Emma)
 3864 Enos Ave., Mar. 3 1978
 Oakland, CA 94619
 Phone: 415/531-4886
 FS: 1932 SS ARCTIC/WGCM
 AMATEUR: W6BFU - 1928. Join net? Yes
 QSP: John Elwood.

PURPOSE OF SOWP DIRECTORIES, CALL BOOKS AND ROSTERS.

The following is quoted from Page 1 of the 1976 DIRECTORY:

"THIS DIRECTORY IS PUBLISHED FOR THE SOLE USE OF SOCIETY MEMBERS. IT IS NOT TO BE USED FOR SOLICITATION/S OF ANY KIND OR LOANED TO ANYONE FOR ULTERIOR PURPOSES OR COMMERCIALIZING. IT IS INTENDED TO PROVIDE MEMBERS THE ADDRESSES OF FORMER SHIPMATES AND FRIENDS AND FOR SOCIAL PURPOSES ONLY."

IT MIGHT BE ADDED, THE SAME IS INTENDED FOR BLANK CORRESPONDENCE FORMS SUCH AS LETTER HEADS, ENVELOPES, ETC.

ONE OF OUR MEMBERS RECENTLY RECEIVED A "CHAIN LETTER" TYPE PIECE OF CORRESPONDENCE THROUGH THE MAIL AND OBJECTED TO USE ABOUT THE USE OF OUR LISTS. WE HAVE FOUND OUT THE INDIVIDUAL WHO SENT THE LETTERS DID NOT USE OUR DIRECTORY FOR THE PURPOSE. WE HAVE NO RIGHT TO POLICE OR INTERFERE WITH ANY INDIVIDUAL, MEMBER OR OTHERWISE. WE DO NOT APPROVE OF OUR LISTS BE USED FOR SUCH PURPOSE AND THIS STATEMENT OF FACT IS ABOUT ALL WE CAN FURNISH. OUR LISTS HAVE NEVER BE SOLD OR GIVEN OUT TO ANYONE EXCEPT OUR MEMBERS. HENCE OUR OWN MEMBERS WILL HAVE TO HELP KEEP THE MAILING OF SUCH MATERIAL TO A MINIMUM. HELP IS ALWAYS SOLICITED IN TRYING TO KEEP THE USE OF LISTS AS CLEAN AS POSSIBLE AND WE DEPLORE ANY ACTION THAT DOES NOT CONFORM.

ETERNAL



CHAPTER

Silent Keys

MAYNE, THOMAS F. (57) 2239-V
 Nov. 22/77 K6KWM

KOHL, WILLIAM C. 2456-SGP
 Fall 1977 K4EN & W1AO

TITUS, GORDON 1611-SGP
 Fall 1977 VE3GL

EAGLES, EUGENE E. (87) 178-S-SGP
 Jan. 8 1978 Expired

MULLNIX, GEORGE H. 55-SGP
 Jan. 4 1978 W6WDU

MERRITT, LAWRENCE G. 614-SGP
 POD returned marked "Deceased"

HITCHCOCK, RAY W. (73) 652-SGP
 Jan. 4 1978 W6RM

CREAGER, EMORY C. 2002-SGP
 Sept. 22 1977 K3PT

BOOKOUT, PREDDIE G. 1939-P
 June 6 1977 W4ECD *

HENRY, CHARLES C. 348-SGP
 POD Return - marked "Deceased"

MALLACH, LAWRENCE W. 2384-P
 Aug. 17 1977 K7DM

WALDEN, ALLAN C. 2670-P
 Jan. 31 1978 W5PGV

THROOP, FRED IRVEN (81) 1195-SGP
 Feb. 3 1978 None

ROST, EDWIN J. 2150-SGP
 Jan. 28 1978 W7GNT

RANDALL, MERRILL D. (70) 1325-P
 Feb. 10 1978 W1JBB

FENTON, STANLEY W. 314-SGP
 June 27 1977 None

ROBSON, ARTHUR H. 545-S-SGP
 Jan. 1978 None

ROEBUCK, FRED G. 176-SGP
 Mar 15 1978 Early 6FD

WILKINS, GEORGE C. SR 1110-SGP
 Mar. 21 1978 (83) KH6EWG

May We Always Remember



PIONEERING THE "CHINA-CLIPPER" ROUTE ACROSS THE PACIFIC



Temporary radio shack destined for Wake Island stowed aboard the SS North Haven (KUDZ) in April 1935 en route with material and equipment with personnel to establish and man the PAA bases at Midway, Wake, Guam and Manila. Pix taken by Capt. Almon A. "Al" Gray 810-P



The FIRST radio station on Wake Island. It was commissioned May 12 1935 with call "KNBI". If you observe closely, you might note the call letters above the one and only door of this structure. "Al" Gray who took the picture denies that the plans and specifications were borrowed from those of the Governments glorified 'Chick Sale' !



THE FIRST RADIO GANG AT WAKE ISLAND PAA STATION (KNBI)

(L/R) ALMON A GRAY (AG) Operator in Charge. (Note spiked sun helmet which until the Japanese came, was the "Symbol of Office"). WILLIAM BREUER (BB) Assistant Operator. EVERARD STUHRMAN, Electronic Engineer and Specialist on the Adcock Long-range Direction Finder). The D.F. was calibrated about July 1935.

A new era in the history of the Pacific, and the world started on Nov. 22nd 1935 when the "CHINA CLIPPER" left the waters of San Francisco Bay on its way to fame. Aboard the Clipper as Radio Operator was Wilson T. Jarboe (SOWP 678P) the lone operator to make first round trip flight. Two operators had been scheduled to make the flight, due to the amount of news coverage expected but it was found on departure that due to the unexpected heavy mail to be flown, the Clipper would have to be lightened, hence Thomas R. "Ray" Runnels (SOWP-909-P) was 'bumped' because he weighted 30 pound more than Jarboe ! Quite a disappointment to Runnels, but he took out the second flight and along with Jarboe, Arthur Nolan (373-P) and J.D. Poindexter (now deceased) made many survey flights to the South Pacific. "Ray" Runnels was assigned the China Clipper when she was being built by the Martin Company in Baltimore as R/O. He made all

the first flight tests and then the delivery flight via Miami to San Francisco. It was of course quite a dissapointment not to participate in this historical event, but such are the vagaries of life. According to Mr. Runnels, the equipment first installed on the China Clipper were duplicate sets... 50 watt transmitters MOPA Circuit and a TRF receiver with 2 stages of audio. The antenna used was a trailing wire for long distance work and for marine frequencies. Ray recalls working "NHC" in Colon on 8 Mcs when departing Guam. Extensive planning and preparatory work had gone into the project and Society Member, Capt. Alman A. (Al) Gray 810-P was one of those chosen to install and operate one of the key 'en route' facilities. In later years Member Gray held many top positions in Government and Industry, including assignment to the Executive Office of the President.

STRICTLY PERSONAL

Bill Breniman
Founder

I would be only too happy, God willing, to assist in future publications as long as health and conditions permit. I feel that the great work-load we are working under is not conducive to the exacting standards I would like to see maintained in the Journal and other editions now in process. The compromise for expediency in handling demands of the day becomes somewhat distressing.

I am at present awash in a great sea of paper which I try to keep under control. I have some very wonderful men who are trying to help me to the extent of their (and my) ability. Namely, Eb Cady - past President, Herb Scott, Secretary, John Elwood - Membership, and Lorin De Merritt on finance, banking and the demand of IRS, State of California, etc. (You sometimes think you are working for the IRS or State from required forms we have to furnish these agencies). Anyway, every effort is being made to keep on top -- "first things first".

I feel that a pattern for our publications has been pretty well established, plus other functions of the Society. A new Director for the Society would inherit a very busy life but I think, a very rewarding one. I think the Directors would be agreeable to a change in the C&BL to allow such an officer to draw compensation for his work to offset the expenses related to such activities. Not large, as the Society could not afford, but enough to supplement a retirement annuity to make it worth while.

I would like to take this opportunity of inviting Officers, Directors and members to furnish me the name or names of those they think would be a top candidate for such an office. Perchance, the individual himself might feel qualified. Many of our members have had great experience in this field. May we hear from you?
William A. Breniman - President

JOURNAL FEATURES

Past Journals have featured themes of mostly nautical interest. We would like, in the future, to feature other phases of radio-telegraphy. Examples: Signal Corps, Airways and flying, High-Power Operations, etc. etc. While still

of nautical flavor, we plan to bring an early feature ... Alaska for Salmon. We would like a response from members as to what they would like to see featured in futures issues of the publication.

DUES: Infrequently we receive an inquiry as to ... "WHAT ARE the dues for 1978? The Answer is \$7.50 for the calendar year. Statements were mailed all members (who owed dues) in January of this year. Some may have gone astray of course.

CHECKING UP

WALL CERTIFICATES

Order has gone to our printer for the imprinting of WALL CERTIFICATES for all members who serials are later than #2647. Due to cost of imprinting small orders, we take care of imprinting twice yearly. Certificates will probably be mailed in early May.

SPARKS-JOURNAL-QUARTERLY

We have had quite a few requests and orders for the Journal and of course inquiry about price. The 'out-of-pocket' cost of printing, and mailing is approximately \$1.67 per copy. We will make it \$1.75. Orders are not acceptable from private individuals or non-members. Arrangements will be made with organizations interested in the early history of wireless and electronics, to furnish copies on a complimentary basis. Members who have had a feature article published in the Journal and wish a number of copies will be supplied (in one shipment) @ \$1.00 each to a maximum of 6 copies.

S.A.S.E. ENVELOPES

With exception of requests (on file) for early publications and for immediate answers to questions, etc. it is requested that stamped, return addressed envelopes not be furnished the Society as we do not have suitable files for their storage and later use. IT IS REQUESTED THAT SASE be used on INREQS about dues or any subject on which an early answer is requested. This cuts our work at HQ. more than you would imagine and will expedite replies.

DIRECTORY LISTINGS

This is a reminder to update your listing in the coming Directory and Amateur Call Book which will be published later this year.

Do we have your latest AMATEUR CALL? The name of your Spouse? Your Telephone Number? (If you do not wish it listed we will obey your wishes). Of course your address and especially your ZIP or POSTAL CODE? We would like your home address in addition to P.O. Box for address in our Geographical "En Route" listing. Here again, if there is any objection, we will not list if you do not wish. Another point we would like to emphasize is that our Directories are not to be used for any purpose other than social contact among Society members. We have never sold our address list to any organization for any purpose. This policy will continue in effect. If it ever appears our Directory is being used otherwise, please let us know, with details.

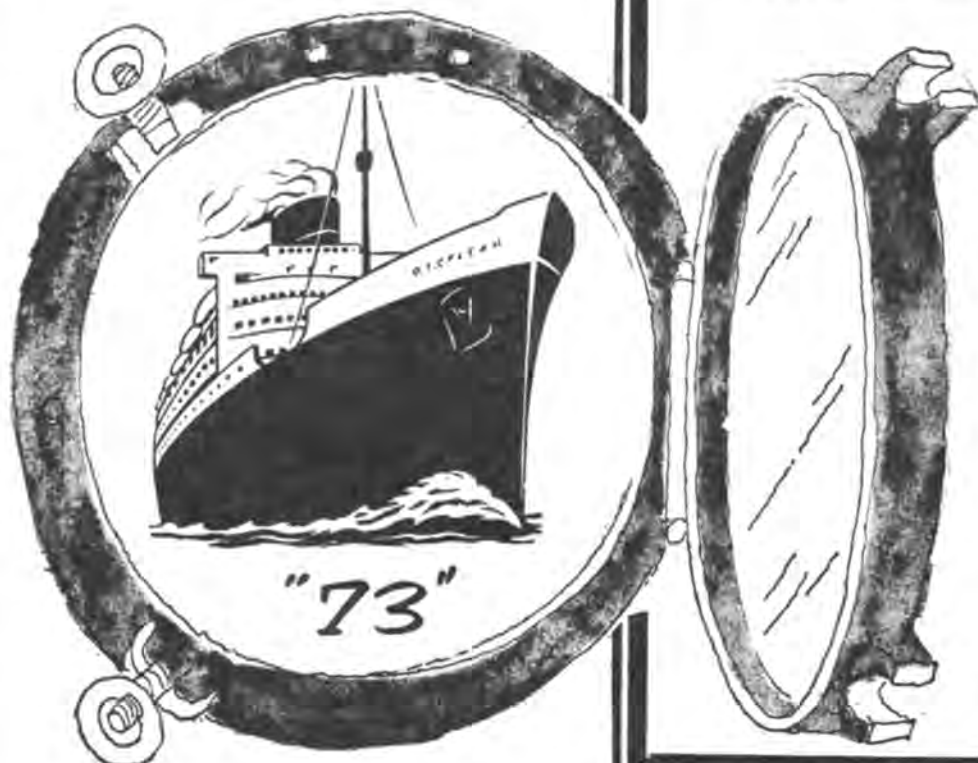
NATIONAL CONVENTION - 1978 or 1979?

We have received quite a response from members relative the mention in our last Journal suggesting such a meeting. Places named include Washington DC., New York, Chicago, San Francisco, Reno, Nev., Denver and a couple have suggested an Ocean Cruise ship (trip) of a week to 10 days. All sounds quite interesting. If you have not 'chipped-in' your two-bits worth, now is the time to do it.

BOOK

A book of unusual reference interest was recently called to our attention by Secretary Scott. Title: Twenty Five Engineers & Inventors. The book was authored by Prof. Charles Susskind. Those interested might write Mr. Terry Gabriel, Pres. San Francisco Press, Inc. 547 Howard St., S. F. CA 94105. Discount of 33-1/3% will be extended SOWP members. Regretfully, we do not know price of the book. It does contain a wealth of biographical information and history of early day inventors and engineers

Opens Your Porthole
to Vistas & Memories



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~ Dedicated to the History of Seagoing Wireless Operators ~

To: Special thanks to the following for these documents:
Key [SK = Silent Key, SGP = Spark Gap Pioneers, P = Pioneers,
V = Veteran, M = Member, Sparks = Worked at Sea]

- (SK) Ed Raser, W2ZI, Radio Pioneer, Sparks, SOWP #35-SGP
- (SK) Bill Gould, K2NP, Radio Pioneer, Sparks, SOWP #565-P
- (SK) Matty Camillo, W2WB, Sparks, SOWP #750-SGP
- (SK) Dare Robinson, WB2EVA, Sparks, SOWP #2284-SGP
- (SK) Ray Brooks, K2LTx, Sparks, SOWP #1387-P
- Olive Jesse Roekner, VA6ERA, Sparks, SOWP #2891-V
- Spud Roscoe, VE1BC, Sparks, SOWP #2301-M
- David J. Ring, Jr., N1EA, Sparks, SOWP #3709-M
- Steven Rosenfeld, Infoage Librarian, Tech at WOO

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